

AGENDA

DEPARTMENT OF ENVIRONMENTAL QUALITY

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

January 14, 2004

State Administrative Board

January 20, 2004

SUBMERGED LANDS

1. Proposed private use agreement of a 0.40-acre parcel of Lake Huron public trust bottomlands on Drummond Island, Chippewa County.

Applicant: Vincent Klamerus – Klamerus Excavating, Inc.

Consideration: \$250/year

2. Proposed marina lease of a 0.34-acre parcel of Lake Michigan public trust bottomlands in East Bay Township, Grand Traverse County.

Applicant: Break 'N Waves, Inc.

Consideration: \$560/year

3. Proposed marina lease of 3.17 acres of Lake St. Clair public trust bottomlands in the City of Grosse Pointe, Wayne County.

Applicant: City of Grosse Pointe

Consideration: \$12,600/year

4. Proposed marina lease of a 0.30-acre parcel of Lake Huron public trust bottomlands on Drummond Island, Chippewa County.

Applicant: Papin's Resort

Consideration: \$225/year

Mary Ellen Cromwell, Assistant Chief
Geological and Land Management Division
Department of Environmental Quality

Date

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 14, 2004 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: January 20, 2004 - State Capitol, 11:00 AM

SUBCONTRACTS

- | | | | |
|----|--|---|--------------------|
| 1. | J. Ranck Electric, Inc.
P.O. Box 547
Mt. Pleasant, MI 48804 | Traffic Signal
Modernization | \$22,316.30 |
|----|--|---|--------------------|

Retroactive approval is requested by the City of Midland for traffic signal modernization work at the intersection of M-20 and the US-10 business route within the city of Midland. The original Transportation Work Authorization was written to the City of Midland and approved by the State Administrative Board in 2001 for the amount of \$43,334. The City completed a portion of the work totaling \$21,017.70, but was unable to finish the above ground span wire work because it lacked the proper equipment. Because the work needed to be completed immediately, and J. Ranck Electric, Inc., was already working on another project in the vicinity, the City requested that the contractor complete the additional work. The reason for the delay in requesting State Administrative Board approval is that MDOT was only recently notified of this situation. The work began on September 15, 2001 and was completed on December 13, 2001. Source of Funds: 90% Federal Highway Administration Funds, 5% State Restricted Trunkline Funds, and 5% City of Midland Funds.

Purpose/Business Case: To perform traffic signal modernization at the intersection of M-20 and US-10BR within the City of Midland.

Benefit: The intersection was modernized to provide a safer intersection for the traveling public.

Funding Source: 90% Federal Highway Administration Funds, 5% State Restricted Trunkline Funds, and 5% City of Midland Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The traffic signal at this intersection needed to be updated to provide a safer intersection for the public.

Cost Reduction: The contractor selected was already performing other work in the vicinity; therefore, mobilization costs were not incurred, resulting in cost savings to the City.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48804.

2. **Nationwide Fence & Supply, Inc.** **Trunkline Guardrail** **\$ 11,794.50**
 53861 Gratiot Avenue **Maintenance**
 Chesterfield, MI 48051

Approval is requested to authorize the Macomb County Road Commission to award a subcontract for guardrail repair on 23 Mile Road over Fish Creek in Macomb County. The contract includes mobilization, replacement of bridge anchors, and guardrail repair. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract is for the repair of guardrails on MDOT Trunklines. The contract includes the repair and replacement of galvanized beam guardrail due to hits.

Benefit: The contract provides for the maintenance of guardrails, which will result in safer highways for the traveling public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The maintenance of guardrails is needed to provide safe road conditions for motorists. Failure to perform these duties could result in hazardous road conditions for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48051.

3. **Nationwide Fence & Supply, Inc.** **Trunkline Guardrail** **\$ 11,794.50**
 53861 Gratiot Avenue **Maintenance**
 Chesterfield, MI 48051

Approval is requested to authorize the Macomb County Road Commission to award a subcontract for guardrail repair on 23 Mile Road over the Salt River in Macomb County. The contract includes mobilization, replacement of bridge anchors, and guardrail repair. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract is for the repair of guardrails on MDOT Trunklines. The contract includes the repair and replacement of galvanized beam guardrail due to hits.

Benefit: The contract provides for the maintenance of guardrails, which will result in safer highways for the traveling public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The maintenance of guardrails is needed to provide safe road conditions for motorists. Failure to perform these duties could result in hazardous road conditions for the traveling public.

Cost Reduction: The project was competitively bid and advertised, low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48051.

4. **Ryan's Modern Sewer Cleaning, Inc. Catch Basin Cleaning \$150,000**
316 Bradford NE
Grand Rapids, MI 49503

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract for the cleaning of drainage structures (catch basins) and the pumping of storm water at various locations on State trunklines in Kent County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for the flushing and vacuuming of water and debris from various catch basins located in Kent County to allow for proper drainage.

Benefit: Maintains a functional drainage system and prevents sediment buildup in catch basins and blockage of storm water runoff.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: Failure to perform this activity would cause the catch basins and tiles to plug, which would result in drainage backups onto trunklines. The backup of storm water runoff could lead to potential road flooding and costly future repairs. This could become hazardous for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49503.

5. **NES Work Safe Traffic Control \$350,000**
2522 Burlingame Ave. Device Rental
Wyoming, MI 49509

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract for the rental of traffic control devices for various locations on State trunklines located in Kent County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for the rental of traffic control devices on State trunklines in Kent County.

Benefit: Provides for safer roads for the traveling public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If traffic control devices are not updated as needed, it could result in hazardous conditions for the public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49509.

6. **West Michigan Deer Removal** **Animal Removal** **\$23,100**
 Rob Shepard
 11584 46th Avenue
 Allendale, MI 49401

Approval is requested to authorize the Ottawa County Road Commission to award a three-year subcontract for the removal and disposal of dead deer on State trunklines within Ottawa County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for the removal and disposal of dead deer on State Trunklines in Ottawa County.

Benefit: Provides for safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: Failure to perform this activity would result in hazardous road conditions for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49401.

7. **Better Lawns & Gardens, Inc.** **Animal Removal** **\$69,000**
 3511 Kiel Street
 Hudsonville, MI 49426

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract for the removal and disposal of dead deer on State Trunklines within Kent County. The project was advertised, and eight bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for the removal and disposal of dead deer on State Trunklines in Kent County.

Benefit: Provides for safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: Failure to perform this activity would result in hazardous road conditions for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49426.

CONTRACTS

8. *FINANCE & ADMINISTRATION - Interfund Transfer for Welcome Centers

Retroactive Contract (2003-0694) between the MDOT and the Michigan Economic Development Corporation, Michigan Strategic Fund (MSF), will transfer funds for the administration and operation of the Welcome Centers to MSF and set forth the responsibilities of both agencies with regard to the Michigan Welcome Center program. Upon award, the contract will be in effect from October 1, 2003, through September 30, 2004. This contract is retroactive due to prolonged negotiations between the parties. The total contract amount will not exceed \$3,685,500. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: MDOT and MEDC have agreed to partner on the delivery of travel information services to motorists by allowing MEDC to administer the travel information program in MDOT's thirteen welcome centers.

Benefit: MEDC, through its Travel Michigan Program, works closely with the tourism industry to determine effective ways of marketing Michigan as a vacation destination. MEDC's understanding of the State's tourism marketing effort enhances the delivery to the travel information program in welcome centers.

Funding Source: 100% State Trunkline Funds.

Commitment Level: The contract is based on actual costs incurred up to the contract maximum amount.

Risk Assessment: Not providing travel information at MDOT's welcome centers would negatively impact the State's tourism industry.

Cost Reduction: In recognition of the need to reduce costs, MDOT has reduced its funding commitment for this program by \$100,000 from FY 2003 funding levels.

New Project Identification: This contract provides for the continuation of an existing program.

Zip Code: 48909.

9. HIGHWAYS – Real Estate – Direct Sale to Governmental Unit (Resolution A)

Tract 536, Control Section 63043, Parcel 617, Part A

The subject tract is located in the City of Auburn Hills, Oakland County, and contains 1.89 acres, more or less. This tract is being conveyed with a 10-year reversionary clause requiring use for public purpose. This tract was appraised by Gerry Lacey, Staff Appraiser, Metro Region, at \$88,000, on June 30, 2003. The appraisal was reviewed and approved for sale by W. Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on August 18, 2003, at \$88,000. Per MDOT procedures, the subject tract was offered to appropriate various governmental and quasi governmental agencies prior to being offered at public auction. The City of Auburn Hills has submitted an "Application to Purchase and Agreement of Sale," accompanied by a check in the amount of \$17,600, which represents 20 percent of the property's sale price. This tract was determined to be excess by the Bureau of Highways - Development.

\$88,000

Purpose/Business Care: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of governments, or private parties. The sale of excess property or the exchange of excess property for other State needed real estate interests returns revenue to the State or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue or receiving other benefit.

Funding Source: N/A, revenue generating.

Commitment Level: Excess property is appraised for value and minimum sale price or exchange value is based on that appraised value.

* Denotes a non-standard contract/amendment

Risk Assessment: If excess property is not sold, the amount of State revenue will be reduced.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: N/A.

Zip Code: 48326.

10. HIGHWAYS – Real Estate – Relinquishment of Easement (Resolution B)
Tract 740, Control Section 41013, Project Number 41-90, Parcel 1A, Part A

The subject tract is located in Plainfield Township, Kent County, and contains .477 acres, more or less. A relinquishment of easement was requested by Neil Sharpe of Excel Engineering on behalf of Dykema L.P., the current underlying fee owner. The standard fee of \$500 for processing a relinquishment of easement has been received by MDOT. This relinquishment was approved by Roger Safford, Grand Region Engineer. This tract was determined to be excess by the Bureau of Highways - Development.

\$500 (Processing Fee)

Purpose/Business Care: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of government, or private parties. The sale of excess property or the exchange of excess property for other State needed rights in real estate, returns revenue to the State or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue or receiving other benefit.

Funding Source: N/A, revenue generating.

Commitment Level: Release of Highway Easements are processed for an established fee of \$500.00

Risk Assessment: If excess property is not sold, the amount of State revenue will be reduced.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: N/A.

Zip Code: 49306.

11. HIGHWAYS – Real Estate – Public Auction – December 10, 2003 (Resolution C)
Auction Tract Nos. – 123, 283, 351, 359, 460, 461, 464, 475, 554, 557, and 558

These properties are located in Kent, Macomb, Oakland, and Van Buren counties. The minimum acceptable bid prices which are the current appraised market values of the properties as determined by approved appraisals on file have been established. The properties were advertised and offered at a public auction on December 10, 2003, at the City of Novi Civic Center, Novi, Michigan. The total revenue from the auction is \$2,632,000. The minimum acceptable bid prices, together with the names of the prospective bidders and the proposed selling prices, are set forth in the attached resolution. These parcels were determined to be excess by the Bureau of Highway – Development.

\$2,632,000

Purpose/Business Care: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of governments, or private parties. The sale of excess property or the exchange of excess property for other State needed real estate interests returns revenue to the State or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue or receiving other benefit.

Funding Source: N/A, revenue generating.

* Denotes a non-standard contract/amendment

Commitment Level: Excess property is appraised for value and minimum sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of State revenue will be reduced.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: N/A.

Zip Code: Tract 123 – 48091, Tract 283 – 48377, Tract 351 – 48377, Tract 359 – 48382, Tract 460 – 48323, Tract 461 – 48323, Tract 464 – 49090, Tract 475 – 49548, Tract 554 – 49512, Tract 557 – 49508, Tract 558 – 49509.

12. HIGHWAYS – Real Estate - Relinquishment of Easement (Resolution D)

Tract 720, Control Section 65052, Project Number 65-9, Parcel 14B, Part A

The subject tract is located in Rose Township, Ogemaw County, and contains approximately 2.59 acres, more or less. A relinquishment of easement was requested by Faith Thoroman, Personal Representative of the Estate of Darrell E. Thoroman, the current underlying fee owner. The standard fee of \$500 for processing a relinquishment of easement has been received by MDOT. This relinquishment was approved by Brian Ness, North Region Engineer. This tract was determined to be excess by the Bureau of Highways - Development.

\$500 (Processing Fee)

Purpose/Business Care: The purpose of excess property sale contracts is to dispose of State-owned excess property by sale to State agencies, local units of government, or private parties. The sale of excess property or the exchange of excess property for other State needed rights in real estate, returns revenue to the State or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of State-owned property and generating revenue or receiving other benefit.

Funding Source: N/A, revenue generating.

Commitment Level: Release of Highway Easements are processed for an established fee of \$500.00

Risk Assessment: If excess property is not sold, the amount of State revenue will be reduced.

Cost Reduction: The State does not accept less than appraised value.

New Project Identification: N/A.

Zip Code: 48635.

13. HIGHWAYS – Railroad Force Account Work

Master Agreement (79-0568) between MDOT and the National Railroad Passenger Corporation (Amtrak), dated June 6, 1979, provides for improvements under job number 78317 to a crossing of Amtrak in the city of Kalamazoo, Kalamazoo County. These improvements include removal of the crossing and warning signals and the addition of a storage/spur track on railroad property. This work will eliminate rear end accidents and unnecessary bus stops at mid-block crossings.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$ 30,000</u>
Total Funds	<u>\$ 30,000</u>

MRR 39041 - 78317

Railroad Force Account Work

Purpose/Business Case: To remove railroad crossing, restore roadway, and construct storage track on railroad property.

Benefit: Increased safety by eliminating a grade crossing.

Funding Source: State Railroad Grade Crossing Funds
Commitment level: 100% State; based on estimate
Risk Assessment: Higher probability of rear-end accidents due to mid-block crossing.
Cost Reduction: Permanent removal is a one-time lower cost than repeated future reconstructions.
New Project Identification: Remove existing railroad crossing.
Zip Code: 49006.

14. HIGHWAYS - Time Extension

Amendatory Contract (93-0341/A20) between MDOT and URS Corporation Great Lakes will extend the contract term by one year to provide sufficient time for the consultant to complete the contract work and federal agency review. The original contract provides for the design and environmental clearance of US-31 from Holland to Grand Haven in Ottawa and Allegan Counties. The revised contract term will be from April 1, 1993, through December 31, 2004. The total contract amount remains unchanged at \$5,480,346.90. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This project involves completion of the Environmental Impact Statement (EIS) for US-31 between Holland and Grand Haven in Ottawa and Allegan Counties. It has been delayed due to additional public involvement and federal agency review. This time extension is needed for the consultant to complete contract work and to allow time for federal agency review of the required environmental documents.

Benefit: The EIS for this project is nearly complete. This is a complex project which has required several modifications to address federal agency comments, local agency issues, and public comments. The time extension is necessary to complete the EIS process and determine our future course of action for this project.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This amendment requires no additional funds. MDOT has publicly committed to completing this phase of the project. It is necessary to complete this phase of the project before additional phases are undertaken by MDOT.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 49460.

15. HIGHWAYS – Cancellation of State Trunkline Maintenance Contract

Contract (2000-0656) between MDOT and the Village of Mancelona to provide for State Trunkline maintenance was approved by the State Administrative Board on August 15, 2000. The contract is being cancelled because the Antrim County Road Commission has agreed to assume responsibility for all maintenance of the State trunkline within the village of Mancelona. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To notify the State Administrative Board that the previously approved contract with the Village of Mancelona will be cancelled.

Benefit: The Antrim County Road Commission will assume maintenance responsibilities.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: Maintenance of State Trunklines is essential for safe roadways.

Cost Reduction: Antrim County will perform the maintenance responsibilities at a cost savings to the Department.

New Project Identification: This is not a new project.

Zip Code: 49649.

16. *HIGHWAYS - Transfer of Funds

Amendatory Contract (2000-0972/A4) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide for a zero sum transfer of funds to reflect a reassignment of services to Consoer Townsend Envirodyne Engineers of Michigan, Inc., from three of its subconsultants. The scope of work for this project will remain unchanged. The original contract provides for the design of I-96 at Latson/Nixon Roads and the Lake Chemung Interchanges in Livingston County (CS 47065 - JN 40641C). The length of the project is 1.9 miles. The contract term remains unchanged, November 21, 2000, through December 31, 2004. The total contract amount remains unchanged at \$2,714,042.82. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The original contract provides for the design of I-96 at Latson/Nixon Roads and Lake Chemung Interchanges in Livingston County. This zero sum transfer will provide for a realignment of work that will assist in the necessary quality assurance/quality control (QA/QC) tasks for this project.

Benefit: This transfer will allow for the remaining tasks to be completed in a more efficient and responsive manner.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not awarded and the transfer of services is not made, the QA/QC tasks will not be completed in a timely manner.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is an existing, ongoing project.

Zip Code: 48843.

17. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z12/R2) under Contract (2001-0136) between MDOT and Tyme Engineering, Inc., will increase the authorization amount by \$137,876.92 to provide for additional construction engineering services for four bridges over I-696 in the Metro Region (CS Various - JN 56618A). The authorization term remains unchanged, December 3, 2002, through October 31, 2004. The revised total authorization amount will be \$406,977.61. The contract term is November 15, 2000, through October 31, 2004. Source of Funds: 90.00% Federal Highway Administration Funds, 9.37% State Restricted Trunkline Funds, and 0.63% local agencies funds.

Purpose/Business Case: The revision is to request an increase in the authorization amount. This project is to provide construction engineering services for four bridges over I-696 in the Metro Region. Two of the bridges in this project experienced unexpected large areas of damage on their decks during hydro-demolishing. Elaborate form work was then installed for the full deck patching, resulting in night time construction work. The monitoring and inspection required to accomplish these changed conditions and maintaining traffic schemes were very intense and not included in the original plans of the project. On one bridge the damage to the deck was so severe that the planned deck overlay was changed to half of the bridge being replaced. The contractor's work was performed under Force Account Work.

Benefit: The benefit of this increase is to cover additional construction engineering needs resulting from extra work and unforeseen field conditions encountered during construction. This inspection and testing meets federal regulations.

Funding Source: 90.00% Federal Highway Administration Funds, 9.37% State Restricted Trunkline Funds, and 0.63% local agencies funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not providing the additional services is that many of the unforeseen field conditions would not be inspected by the consultant, as required for a federally funded job, which may result in a product that does not meet MDOT and FHWA specifications.

* Denotes a non-standard contract/amendment

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This not a new construction project.

Zip Code: 48091.

18. ***HIGHWAYS - Time Extension**

Amendatory Contract (2001-0966/A3) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the contract term by one year to allow for payment of electrical and phone usage costs necessary for the operation and maintenance of the remediation system. The original contract provided for geotechnical services of a remediation system to provide the environmental cleanup operation at MDOT's Marshall Maintenance Garage in Calhoun County. The revised contract term will be October 16, 2001, through December 31, 2004. The total contract amount remains unchanged at \$286,302.47. Source of Funds: 100% Michigan Department of Environmental Quality State Sites Cleanup Funds.

Purpose/Business Case: The Marshall Maintenance Garage has a leaking underground storage tank for which the site is undergoing an environmental cleanup operation. This amendment is for a time extension for payment of electrical and phone usage costs necessary for the operation and maintenance of the remediation system.

Benefit: Clean-up of this site will improve the groundwater quality at MDOT's Marshall Maintenance Garage location and keep MDOT in compliance with the Michigan Department of Environmental Quality environmental statutes. This amendment will allow for payment of electrical and phone usage costs necessary for the operation and maintenance of the remediation system.

Funding Source: 100% Michigan Department of Environmental Quality State Site Cleanup Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without this amendment, the payment of electrical and phone usage costs necessary for the operation and maintenance of the remediation system would not be possible.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project. The environmental investigation and cleanup at this site has been ongoing since 1987.

Zip Code: 49245.

19. ***HIGHWAYS – Correction of Errors**

Amendatory Contract (2001-0968/A3) between MDOT and URS Corporation Great Lakes will provide for the correction of errors made in Amendment 2 to the contract by (1) restoring the Section 1 language, and (2) correctly setting forth the revised maximum contract amount and the revised fixed fee amount in Section 15. (Amendment 2 provided for increase in services and amount; it erroneously amended an incorrect section of the contract.) The original contract provides for the design of the US-23/M-59 Interchange in Hartland Township, Livingston County. The contract term remains unchanged, January 31, 2002, through January 31, 2004. The total contract amount remains unchanged at \$1,953,356.70. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: It is necessary to design an additional project, facilitating a FY2003 construction, for the purposes of maintaining traffic for the main project (US-23/M-59 Interchange) that the consultant was originally under contract to design. This results in the need for an additional set of contract documents to be prepared for the maintaining traffic project.

Benefit: This additional design work allows a maintaining traffic project to be built in FY 2003 and will allow the main project (US-23/M-59 Interchange) to be completed in one construction season, 2004. This will result in considerably smaller user delays for the main project and the disruption for the public will be minimized

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If we aren't able to complete the design services, we will jeopardize the construction schedule. This will require significant coordination with local governments and could add significant cost to the project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Additional design work to an existing project.

Zip Code: 48843.

20. HIGHWAYS - Time Extension

Amendatory Contract (2002-0175/A2) between MDOT and Dunn Engineering Associates will extend the contract term by one year to provide for a three-year contract term, as originally intended. The Request for Proposal was for a three-year contract, the Statement of Work is based on a three-year contract, and the derivation of costs is based on three years of services. The original contract provides for the development, implementation, and maintenance of methodologies and procedures to optimize the management and operation of the Michigan Intelligent Transportation Systems (MITS) Center in Detroit, Michigan. The revised contract term will be February 6, 2002, through February 28, 2005. The total contract amount remains unchanged at \$3,917,634.91. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The Michigan Intelligent Transportation System (MITS) provides a wide range of data and services to internal and external stakeholders to help improve freeway operations through incident management and advanced traveler information. External stakeholders include Michigan State Police and other public safety agencies, and traffic information including CCTV feeds to traffic reporting media. Dunn Engineering is under contract to operate the MITS Center. This amendment will extend the contract term by one year to provide for a three-year contract term, as originally intended. The Request for Proposal was for a three-year contract, the Statement of Work is based on a three-year contract, and the derivation of costs is based on three years of services.

Benefit: The proposed amendment aligns the period of performance with the contract funding and the statement of work.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not accepting work is a lapse in contract coverage for control room staff, which is necessary for continued operations.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: No, this is a time extension for rehabilitation of existing structures.

Zip Code: 48226.

21. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z22/R1) under Contract (2002-0193) between MDOT and Tetra Tech MPS will provide for additional design services to be performed on M-3 from Jefferson to Gratiot, Wayne County (CS 82072 - JN 75185C). This revision provides for the inclusion of additional design survey, a crash analysis, additional pavement condition survey, and additional sewer video taping and will increase the authorization amount by \$127,796.10. The original authorization provides for the design of M-3 from Randolph to I-94, Wayne County, for a total cost of \$522,874.40. This authorization term remains unchanged, October 3, 2003, through July 4, 2004. The revised authorization amount will be \$650,670.50. The contract term is January 9, 2002, through January 9, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the project by one mile, providing additional design services for milling and resurfacing, and a detailed crash analysis at crash concentration locations. The Metro Region office has requested this revision due to recent safety issues and maintenance costs in the area of the extension.

Benefit: This project is part of the preserve first program.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not adding the additional services and extending this project by one mile is potential safety issues and higher continuous maintenance costs.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new construction project.

Zip Code: 48213.

22. HIGHWAYS - IDS Traffic Signal Optimization

Authorization Revision (Z1/R1) under Contract (2002-0232) between MDOT and Parsons Transportation Group, Inc., will provide for traffic signal timing optimization of ten additional signals along the Hall Road corridor in Macomb County (CS 50900 - JN 59194) and will increase the authorization amount by \$41,492.50. The original authorization (Z1) provides for traffic signal optimization of thirty-six signals along the Hall Road corridor in Macomb County. The authorization term remains unchanged, August 6, 2003, through February 14, 2005. The revised authorization amount will be \$175,102.47. The contract term is February 14, 2002, through February 14, 2005. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This project is part of the FHWA Congestion Mitigation and Air Quality (CMAQ) program. As a result, MDOT received approximately \$280,000 to retune traffic signals in Macomb County. This contract modification is going to be used in 2004 to optimize the Hall Road corridor from approximately Elizabeth Road to I-94, which consists of approximately 10 signals and will complete the signal optimization project for the entire M-59 corridor in Macomb County. Signal optimization projects consist of three parts: Data Collection, Signal Optimization, and Implementation. This contract is for the all three components along the Hall Road corridor.

Benefit: Optimizing the signal timings along Hall Road will have significant region-wide benefits. This project is anticipated to result in a reduction of approximately 10 tons per year of volatile organic compound (VOC) emissions. National studies of similar programs have shown significant reductions in travel time. There are numerous documented safety benefits of signal optimization. Improving the timing of traffic signals can reduce the number of crashes along a corridor by 10%. Using a consultant for this effort will permit MDOT to optimize the signal timings in a timely fashion and implement these new timings to provide these benefits to the citizens of Michigan.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This project is a necessary step to optimize traffic signals along the Hall Road corridor. Doing nothing means that motorists currently using Hall Road will continue to waste significant amounts of fuel, produce excess auto emissions, and waste countless hours stuck in needless congestion. This project is intended to reduce emissions, fuel usage and congestion, and increase capacity along both corridors by making the signals operate more efficiently.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new construction project.

Zip Code: 48050.

23. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z8) under Contract (2002-0387) between MDOT and Fleis & Vandenbrink Engineering, Inc., will provide for "as needed" inspection and testing services for construction engineering to be performed on M-6 from I-96 to I-196 in Kent and Ottawa Counties (CSs 41064 and 70025 - JNs 53511A, 53512A, 54361A and 54362A). The work items include reporting, measurement, computation, and documentation of portland cement concrete construction, hot mix asphalt (HMA) construction, sign and signal installation, pavement marking installation, guardrail installation, and density inspection and testing services. This authorization will be in effect from the date of award through May 3, 2005. The authorization amount will be \$345,717.62. The contract term is May 3, 2002, through May 3, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for "as needed" inspection and testing services for construction engineering on M-6 from I-96 to I-196 in Kent and Ottawa Counties. The work items include reporting, measurement, computation and documentation of portland cement concrete construction, hot mix asphalt (HMA) construction, sign and signal installation, pavement marking installation, guardrail installation and density inspection and testing services.

Benefit: This authorization will provide the necessary oversight for the construction contract to insure the project is built according to the plans and specifications of that contract.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This project is the last of the new M-6 freeway projects that need to be completed prior to opening. Failure to properly oversee the construction could result in substandard work and loss of federal dollars.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is part of the new M-6 freeway.

Zip Code: 49315.

24. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z23) under Contract (2002-0496) between MDOT and Wade Trim/Associates, Inc., will provide for construction engineering services for the reconstruction of M-25 from Redman Street to Industrial Drive and of M-12 from Third Street to M-25, in Huron County (CS 32022 - JN 50617A). The work items include complete road removal and replacement, new storm sewer, new sanitary sewer, new curbing, new sidewalk, and streetscape work. This authorization will be in effect from the date of award through June 5, 2005. The authorization amount will be \$102,998.39. The contract term is June 5, 2002, through June 5, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To have construction engineering services for the reconstruction of M-25, as required by state and federal regulations. The project includes complete road removal and replacement, new storm sewer, new sanitary sewer, new curbing, new sidewalk, and streetscape work.

Benefit: MDOT will benefit from having an experienced and knowledgeable consultant assist in the project oversight.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The project will be let in December, and the funding sources have been obligated. The project is scheduled to begin March 2004. An experienced consultant with adequate staffing is needed to assist us with material testing and back up inspection.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is for construction engineering on a reconstruction project.

Zip Code: 48441.

25. *HIGHWAYS - Transfer Funds, Revise Scope

Amendatory Contract (2002-0523/A2) between MDOT and Global Remediation Technologies, Inc., will provide for a zero sum transfer of funds to reflect a reassignment of services from Global Remediation Technologies, Inc., to its subconsultant, Intera, Inc., and will provide for a change in scope. The scope of work will change to provide for the reallocation of costs to reflect onsite treatment with non-hazardous disposal for the majority of generated wastewater in lieu of hazardous waste disposal. The original contract provides for the design, installation, operation, and maintenance of a new remediation system for the cleanup of trichloroethylene contaminated soil and groundwater at MDOT's Materials and Technology Building in Eaton County. The contract term remains unchanged, August 7, 2002, through September 30, 2007. The total contract amount remains unchanged at \$1,201,301.96. Source of Funds: 100% Michigan Department of Environmental Quality State Sites Cleanup Funds.

Purpose/Business Case: This amendment will provide for a zero sum transfer of funds to enable the continuation of the design, installation, operation, and maintenance of a new remediation system for the cleanup of trichloroethylene contaminated soil and groundwater at MDOT's Materials and Technology Building in Eaton County.

Benefit: This amendment will provide for a zero sum transfer of funds to reflect a reassignment of services from Global Remediation Technologies, Inc., to its subconsultant, Intera, Inc., and will provide for a change in scope. The scope of work will change to provide for the reallocation of costs to reflect onsite treatment with non-hazardous disposal for the majority of generated wastewater in lieu of hazardous waste disposal.

Funding Source: 100% Michigan Department of Environmental Quality State Sites Cleanup Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the amendment is not awarded and the transfer of services is not made, the cleanup of the site will not continue and MDOT will be out of compliance with Michigan Department of Environmental Quality regulations.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is an existing, ongoing project.

Zip Code: 48909.

26. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z2/R1) under Contract (2002-0682) between MDOT and Hardesty & Hanover, LLP, will provide for additional construction assistance to accommodate the construction modifications of M-29 over Pine River Bascule Bridge (B02) in St. Clair County (CS 77052 - JN 59459A) and will increase the authorization amount by \$65,051. The original authorization (Z2) provides for construction assistance, including attending progress meetings, providing design assistance for modifications or revisions, and providing review of shop drawings. The authorization term remains unchanged, April 4, 2003, through September 20, 2005. The revised authorization amount will be \$158,755. The contract term is September 20, 2002, through September 20, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: The original authorization (Z2) provides for construction assistance, including attending progress meetings, providing design assistance for modifications or revisions, and providing review of shop drawings. This authorization revision provides for additional construction assistance to this project due to scope modifications, which include the addition of progress meetings, shop drawing additions, subcontractor assistance and a concentrated effort to expedite the project.

Benefit: Additional construction assistance is necessary to meet the project specifications and to complete the project in a timely manner.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The additional service is required to meet the project schedule commitment.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a rehabilitation project.

Zip Code: 48079.

27. HIGHWAYS - University Research Services - Corrected Contract Number

Authorization (Z1) under Contract (2003-0026) between MDOT and the University of Michigan will provide for research services for Portland Cement Concrete (PCC) Pavement Acceptance Criteria for new construction when built-in curling exists on pavement. The work items include collecting the pavement measurements to quantify and qualify the built in curling for concrete pavement for pavement acceptance at time of construction. This authorization will be in effect for thirty months from the date of award. The total authorization amount will be \$296,943. The contract term is October 21, 2003, through October 21, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

The work under this authorization was originally submitted to and approved by the State Administrative Board on the June 17, 2003, agenda, under Contract (2003-0139), which has been cancelled. This is notification of the contract number change only. There has been no change to the work being done nor the amount of the contract. The University of Michigan (U of M) requested that this work be placed under the new IDS Contract (2003-0026) as opposed to the non-standard contract. Due to delays in U of M signing the contract, processing of the authorization has been delayed.

Purpose/Business Case: Construction of new concrete pavements during sunny and hot weather followed by a cool night can cause severe locked in upward slab curling. The slab does not have proper joint and edge support at this point and when repeated multi axle loads occur (truck traffic), the slab is prone to mid-slab cracking, and premature failure.

Benefit: Field measurements will quantify and qualify the built in curling for pavement acceptance at construction. Laboratory study and analysis will quantify shrinkage effects on internal slab stresses. The information will allow measurements to determine in place pavement slab characteristics and properties; these acceptance criteria will reflect the pavement's overall remaining service life and preventive maintenance schedules can be adjusted and their future costs anticipated.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This information is vital to the preventive maintenance program, to the acceptance testing program, and to future warranty/performance programs. Understanding the problem better will allow MDOT and its contractors to make adjustments to lessen or prevent this distress from causing early failures to newly constructed pavements. The problem has been identified and cannot be ignored.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: New research project.

Zip Code: 48109.

28. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z8) under Contract (2003-0073) between MDOT and Great Lakes Engineering Group, LLC, will provide for construction engineering services to be performed for eleven bridges on US-23 from Milwaukee Road north to Milan-Oakville Road in Milan Township, Monroe County (CS 58033 - JN 59317A). The work items include inspection, surveying and staking, quality control testing and reporting, measurement, computation, and documentation of quantities and finaling of projects. This authorization will be in effect from the date of award through November 20, 2005. The authorization amount will be \$281,985.62. The contract term is November 20, 2002, through November 20, 2005. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for construction engineering services for 11 bridges on US-23, from Milwaukee Road north to Milan-Oakville Road in Milan Township, Monroe County. The work items include inspection, surveying and staking, quality control testing and reporting, measurement, computation, and documentation of quantities and finaling of projects.

Benefit: This contract will provide the necessary oversight for the construction contract to insure the project is built according to the plans and specifications, to provide engineering during the course of construction, and to review any changes or extras required during construction.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to properly oversee the construction could result in substandard work and loss of Federal dollars.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is Capital Scheduled Maintenance bridge work.

Zip Code: 48161.

29. HIGHWAYS - IDS Traffic Signing Modernization

Authorization (Z16) under Contract (2003-0233) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will provide the design and development of traffic signal contract plans for thirteen locations on M-102 in the city of Detroit, Wayne County (CS 82143 & 82252 - JN 77901C). The authorization will be in effect from the date of award through April 17, 2006. The authorization amount will be \$121,175.69. The contract term is April 17, 2003, through April 17, 2006. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide traffic signal design services to modernize thirteen locations in the city of Detroit. The cost will be \$121,175.69 for the design, using 640 hours. This project is currently planned for the July 2004 letting.

Benefit: Will modernize and interconnect the existing signals, providing for better traffic flow for motorists along this busy corridor.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The existing signals are in poor shape and need replacing. This work will leave the signals in good shape with only standard maintenance required for the next fifteen years.

* Denotes a non-standard contract/amendment

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is submitted for approval to start the design process for this corridor on existing signals.

Zip Code: 48220.

30. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z2) under Contract (2003-0265) between MDOT and Moore & Bruggink, Inc., will provide for full construction engineering services to be performed on M-11 at Breton Avenue and M-11 at Kalamazoo Avenue in Kent County (CS 41063 - JN 74453A). This authorization will be in effect from the date of award through May 7, 2006. The authorization amount will be \$135,173.90. The contract term is May 7, 2003, through May 7, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To reconstruct the existing intersections on M-11 at Breton Ave and Kalamazoo Avenue in the city of Grand Rapids, Kent County.

Benefit: New concrete intersections will improve the long-term quality of the intersections and decrease future maintenance costs.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The existing roadway is a composite section (HMA over concrete) that needs to be addressed every five to seven years. With the amount of traffic on this roadway, work within the intersections is difficult. This project will reduce the need to work in the intersections in the future.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This contract is for reconstruction of two existing intersections.

Zip Code: 49512.

31. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z4) under Contract (2003-0289) between MDOT and Spicer Group, Inc., will provide for full construction engineering services to be performed for road reconstruction and repair of M-81 from Colling Road to M-24 in the Village of Caro, Tuscola County (CS 79061 - JN 50615A). This authorization will be in effect from the date of award through May 7, 2006. The authorization amount will be \$469,014.02. The contract term is May 7, 2003, through May 7, 2006. Source of Funds: 70% Federal Highway Administration Funds, 15% State Restricted Trunkline Funds, and 15% local funds.

Purpose/Business Case: This authorization is for full construction engineering for the road reconstruction and repair of M-81 in the Village of Caro. Currently the existing roadbed is in extremely poor condition. The current road condition is a liability and needs to be reconstructed/rehabilitated. The project includes complete road removal and replacement, new storm sewer, new water main, new curbing, new sidewalk, and new streetscape work. At present this work cannot be handled by MDOT forces.

Benefit: The benefits include adequate inspection and testing, as required by federal law, for a reconstructed/rehabilitated roadway for motorists, resulting in a high quality product. The inspection and testing will result in assuring all parts of reconstruction are up to current MDOT standards.

Funding Source: 70% Federal Highway Administration Funds, 15% State Restricted Trunkline Funds, and 15% local funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving these construction engineering services is that the reconstruction of M-81 in the Village of Caro will not have adequate inspection and testing, resulting in sub-standard work and possible loss of federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new construction project.

Zip Code: 48723.

32. HIGHWAYS – Non-Award of State Trunkline Maintenance Contract

Contract (2003-0385) between MDOT and the Houghton County Road Commission to provide for State trunkline maintenance was approved by the State Administrative Board on September 2, 2003, but not awarded. This contract will not be awarded due to special conditions being imposed by the county on the already approved negotiated agreement between MDOT and the local units of government. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To notify the State Administrative Board that the previously approved contract with Houghton County will not be executed.

Benefit: MDOT's direct forces will perform the work at a cost savings to the Department. MDOT's direct forces have been extended to the remaining State Trunklines in Houghton County, specifically the western and northern portions. MDOT has already been performing State Trunkline maintenance services for the southern and central portions of Houghton County from the L'Anse Garage in Baraga.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: MDOT will conduct maintenance of the State Trunklines within Houghton County.

Risk Assessment: Maintenance of State Trunklines is essential for safe roadways.

Cost Reduction: MDOT's direct forces will perform the maintenance functions.

New Project Identification: This is not a new project.

Zip Code: 49930.

33. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z14) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for as needed inspection and testing services to be performed for road construction, guard rail installation, signing, pavement markings, and slope restoration work on M-6 (South Beltline) from I-96 to I-196 in Kent and Ottawa Counties in the Grand Region. This authorization will be in effect from the date of award through September 10, 2006. The authorization amount will be \$418,740.69. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This authorization is for as needed construction engineering services assistance on M-6 in the Grand Region. These projects are the last of the new M-6 freeway projects that need to be completed prior to opening. These services will support the delivery of this capital outlay program in a timely manner. At present this work cannot be completely handled by MDOT forces. This as needed authorization will provide for any construction engineering assistance that is required during construction which MDOT forces cannot handle at that time.

Benefit: The benefits include adequate inspection and testing, as required by federal law, for a new freeway for the people of Michigan, resulting in a high quality product. The inspection and testing will result in assuring all parts of construction are up to current MDOT standards. This new freeway will alleviate congestion and the associated safety risks in the west Michigan area.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving these as needed services is that the construction of M-6 in the Grand Region will not have adequate inspection and testing, resulting in sub-standard work and possible loss of federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is construction engineering for the last phase of a new construction project.

Zip Code: 49315.

34. HIGHWAYS - IDS Design Consulting Services

Authorization (Z11) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will provide for the design of traffic signal modernization along M-46 at sixteen signalized locations and for one overhead flashing beacon and three other electronic devices in the city of Saginaw, in Saginaw County (CS 73062 & 73063 - JN 77912C). The work items include the preparation and development of traffic signal contract plans, proposal packages, engineering documents and related work necessary for the new installation or modernization of electronic traffic signal control devices. This authorization will be in effect from the date of award through October 8, 2006. The authorization amount will be \$163,403. The contract term is October 8, 2003, through October 8, 2006. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: To provide traffic signal design services to modernize sixteen locations in the city of Saginaw. The cost will be \$163,403 for the design, using 1270 hours. The project is currently planned for the July 2004 letting.

Benefit: Will modernize and interconnect the existing signals, providing for better traffic flow for motorists along this busy corridor (ADT of 20-40,000).

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The existing signals are in poor shape and will need to be replaced soon. This work will leave the signals in good shape with only standard maintenance required for the next fifteen years.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is submitted for approval to start the design process for this corridor. The project is planned for the July letting.

Zip Code: 48601.

35. HIGHWAYS – IDS Design Consulting Services

Authorization (Z12) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will provide for design services for interchange reconstruction, superstructure replacement, pier cap replacement, and maintaining traffic to be performed on I-94 and the I-94 business loop, St. Clair County (CS 77111 & 77031 – JN 45758C). The work items include all work related to the preparation and development of the design plans. The authorization will be in effect from the date of award through October 8, 2006. The authorization amount will be \$472,142.37. The contract term is October 8, 2003, through October 8, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: I-94 Interchange reconstruction, I-94 BL (Gratiot Rd) reconstruction.

Benefit: Safety for the traveling public. Bridges have insufficient vertical under clearance and have suffered high-load hits. The proposed rehabilitation will raise the vertical under clearance to the minimum required by our standards. Also the bridge shoulder widths are too narrow, and the proposed work will provide full shoulders on the bridges. I-94 mainline and ramps, as well as the I-94 BL underneath are deteriorated and need to be reconstructed. Drainage problems have resulted in standing water, and the proposed project will address this problem.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds for JN 45758C.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the repairs are not done, the bridge will eventually have to be closed, and the freeway will deteriorate. The risk associated with not doing this project is very high.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project. It is preservation work.

Zip Code: 48074.

36. HIGHWAYS – IDS Design Consulting Services

Authorization (Z13) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will provide for design services for interchange reconstruction, superstructure replacement, pier cap replacement, and maintaining traffic to be performed on eastbound I-94 and the I-94 business loop, St. Clair County (CS 77111 – JN 59256D). The work items include all work related to the preparation and development of the design plans. The authorization will be in effect from the date of award through October 8, 2006. The authorization amount will be \$191,223.70. The contract term is October 8, 2003, through October 8, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: I-94 BL (Gratiot Rd) reconstruction. Structure number S10-3 of 77111, JN 59256D; I-94 EB over I-94 BL (Gratiot Rd) in St. Clair County

Benefit: Safety for the traveling public. Bridges have insufficient vertical under clearance and have suffered high-load hits. The proposed rehabilitation will raise the vertical under clearance to the minimum required by our standards. Also the bridge shoulder widths are too narrow, and the proposed work will provide full shoulders on the bridges. I-94 mainline and ramps, as well as the I-94 BL underneath are deteriorated and need to be reconstructed. Drainage problems have resulted in standing water, and the proposed project will address this problem.

Funding Source: 100% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the repairs are not done, the bridge will eventually have to be closed, and the freeway will deteriorate. The risk associated with not doing this project is very high.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project. It is preservation work.

Zip Code: 48074.

37. HIGHWAYS – IDS Design Consulting Services

Authorization (Z14) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will provide for design services for interchange reconstruction, superstructure replacement, pier cap replacement, and maintaining traffic to be performed on westbound I-94 and the I-94 business loop, St. Clair County (CS 77111 – JN 59256E). The work items include all work related to the preparation and development of the design plans. The authorization will be in effect from the date of award through October 8, 2006. The authorization amount will be \$191,223.70. The contract term is October 8, 2003, through October 8, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: I-94 Interchange reconstruction, I-94 BL (Gratiot Rd) reconstruction. Structure number S10-4 of 77111, JN 59256E; I-94 EB&WB over I-94 BL (Gratiot Rd) in St. Clair County.

Benefit: Safety for the traveling public. Bridges have insufficient vertical under clearance and have suffered high-load hits. The proposed rehabilitation will raise the vertical under clearance to the minimum required by our standards. Also the bridge shoulder widths are too narrow, and the proposed work will provide full shoulders on the bridges. I-94 mainline and ramps, as well as the I-94 BL underneath are deteriorated and need to be reconstructed. Drainage problems have resulted in standing water, and the proposed project will address this problem.

Funding Source: 100% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the repairs are not done, the bridge will eventually have to be closed, and the freeway will deteriorate. The risk associated with not doing this project is very high.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project. It is preservation work.

Zip Code: 48074.

38. *HIGHWAYS - Right-of-Way Lease

Contract (2003-704) between MDOT and Duty Free Americas, Inc., will provide for access to the eastbound ramp to the Blue Water Bridge Plaza for the operation of the duty free facility. MDOT will receive 17 percent of the gross sales of all merchandise from the Duty Free Americas, Inc., Port Huron store(s) in lieu of rent. The contract will be in effect from the date of award through five years. Revenue is estimated at \$5,175,472.50.

Purpose/Business Case: The purpose of the lease is to provide the lessee with a Break in Limited Access to the International Bridge Plaza in Port Huron, Michigan, for purposes of operating the Duty Free Americas, Inc., store.

Benefit: Travelers crossing the international border to Canada may purchase duty free merchandise. The State of Michigan will receive approximately one million dollars in revenue each year of the five-year term of the lease.

Funding Source: N/A - revenue generating (approximately one million dollars per year for each year of the five-year term of the lease).

Commitment Level: The lease rate was determined by contract appraisal.

Risk Assessment: Loss of approximately five million dollars revenue to the State of Michigan over the five-year term of the lease.

Cost Reduction: N/A - the lease is revenue-generating.

New Project Identification: N/A – continuation of existing program.

Zip Code: 48060.

39. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z1) under Contract (2003-0716) between MDOT and B.B.F. Engineering Services will provide for engineering services to be performed on various jobs as assigned within the Detroit Transportation Service Center area in the Metro Region. This authorization will be in effect from the date of award through December 2, 2006. The authorization amount will be \$310,583.18. The contract term is December 2, 2003, through December 2, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of the project is to maintain the upkeep of State highways. These inspection services are required for the lack of sufficient MDOT staffing. MDOT is in the need of their services to effectively administer the Federal Aid Program.

Benefit: MDOT gains an added service which is needed during the construction process. BBF will be providing and assisting MDOT in the field areas due to the lack of personnel.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this activity is not performed, construction projects will lack supervisory benefits, which in turn can cause project delays and mishaps, as well as the loss of Federal Funds.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project: No.

Zip Code: 48216.

40. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z2) under Contract (2003-0716) between MDOT and B.B.F. Engineering Services will provide for engineering services to be performed on various jobs as assigned within the Detroit Transportation Service Center area in the Metro Region. This authorization will be in effect from the date of award through December 2, 2006. The authorization amount will be \$258,219.70. The contract term is December 2, 2003, through December 2, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of the project is to maintain the upkeep of State highways. These inspection services are required for the lack of sufficient MDOT staffing. MDOT is in the need of their services to effectively administer the Federal Aid Program.

Benefit: MDOT gains an added service which is needed during the construction process. BBF will be providing and assisting MDOT in the field areas due to the lack of personnel.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this activity is not performed, construction projects will lack supervisory benefits, which in turn can cause project delays and mishaps, as well as the loss of Federal Funds.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project: No.

Zip Code: 48216.

41. HIGHWAYS - IDS Real Estate Title Services

Contract (2003-0735) between MDOT and Fidelity National Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

42. HIGHWAYS - Chemical Storage Facility

Contract (2003-0736) between MDOT and the Kent County Road Commission will provide for the construction of a chemical storage facility at the intersection of US-131 and 84th Street in Kent County. The contract will be in effect from the date of award through two years. The total contract amount will be \$702,000. Source of Funds: 70% State Restricted Trunkline Funds and 30% Kent County Funds.

Purpose/Business Case: The contract will provide for the construction of a chemical storage facility at the intersection of US-131 and 84th Street in Kent County. The chemical storage building will be a concrete wall-type bulk facility with a capacity of up to 6,000 tons for the storage of bulk chemicals to be used on State trunkline highways and county roads.

Benefit: Will assure the most cost-effective and efficient way of delivering winter operation activities in the area.

Funding Source: 70% State Restricted Trunkline Funds and 30% Kent County Funds.

Commitment Level: 70% State Restricted Trunkline Funds and 30% Kent County Funds, based on estimate. Cost-sharing contract: MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: Construction of the chemical storage facility is essential to the operation and maintenance of State trunkline highways and county roads within Kent County. Failure to award this contract and construct the facility would result in lack of availability of needed chemicals in a timely manner, resulting in potentially unsafe roads and travel conditions for the public.

Cost Reduction: Construction of the chemical storage facility will be closely monitored to prevent use of trunkline budget for any unnecessary work or expenditures.

New Project Identification: Construction of a new chemical storage facility.

Zip Code: 49504.

43. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5568) between MDOT and Kent County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Non-motorized trail work along 60th Street from Wing Avenue easterly to East Paris Avenue and along East Paris Avenue from 60th Street southerly past 68th Street connecting to the existing Paul Henry Thornapple Trail.

Estimated Funds:

Federal Highway Administration Funds	\$480,000
Kent County Road Commission Funds	<u>\$120,000</u>
Total Funds	<u>\$600,000</u>

STE 41010 - 73851

Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide for pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and Kent County Road Commission Funds.

Commitment level: 80% Federal up to \$480,000 and the balance by Ottawa County Road Commission; based on estimate.

Risk Assessment: Contract required in order for County to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facility.

Zip Code: 49548.

44. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5569) between MDOT and Ottawa County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Non-motorized pathway work along 148th Avenue from Highway M-104 southerly to Leonard Street.

Estimated Funds:

Federal Highway Administration Funds	\$276,000
Ottawa County Road Commission Funds	<u>\$124,000</u>
Total Funds	<u>\$400,000</u>

STE 70081 – 73858

Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and Ottawa County Road Commission Funds.

Commitment level: 69% Federal up to \$276,000 and the balance by Ottawa County Road Commission; based on estimate.

Risk Assessment: Contract required in order for County to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49456.

45. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5583) between MDOT and City of Detroit will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Pedestrian and bicycle route improvement work, including striping lanes and crossings, signing, and paving work, at the following locations:

Civic Center Drive from the Joe Louis Arena to the Atwater Tunnel
Atwater Street from the Atwater Tunnel to St. Antionne Street
Atwater Street from Rivard Street to Jos Campau Street
Chene Street from Atwater Street to LaFayette Street
Jos Campau Street from Atwater Street to Wight Street
Wight Street from Jos Campau Street to Walker Street
Walker Street from Wight Street to Jefferson Avenue
Jefferson Avenue from Walker Street to East Grand Boulevard
East Grand Boulevard from Lafayette Street to Bell Isle
Mt. Elliot Street from Lafayette Street to Mt. Elliot Park
Lafayette Street from East Grand Boulevard to Rivard Street

Estimated Funds:

Federal Highway Administration Funds	\$584,138.40
City of Detroit Funds	<u>\$146,034.60</u>
Total Funds	<u>\$730,173.00</u>

STE 82400 – 51019; Wayne County
Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Detroit Funds.

Commitment level: 80% Federal up to \$584,138.40 and the balance by City of Detroit; based on estimate.

Risk Assessment: Contract required in order for City to receive these Federal Funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 48201.

46. HIGHWAYS - Cost Participation for Preliminary Engineering
Contract (2003-5603) between MDOT and the Alfred Benesch & Company will provide for reimbursement by the consultant for repairs to Structure S01 of 70025 and superstructure demolition of Structures S02 and S03 of 70025 within the interchange of new Highway M-6 and existing Highway I-196 near Hudsonville in Georgetown Township, Ottawa County, due to errors and omissions involved in the preparation of design plans.

Estimated Funds:

Alfred Benesch & Company Funds	<u>\$1,153,916.05</u>
Total Funds	<u>\$1,153,916.05</u>

NH 70025; Ottawa County
Originally let March 2001

Purpose/Business Case: Provides for reparations by Consultant for additional costs required for completion of Improve/Expand Trunkline construction project.

Benefit: Removes defective structures in order to construct new structures which meet MDOT standards

Funding Source: Alfred Benesch & Co. Funds

Commitment Level: 100% Alfred Benesch & Company Funds.

Risk Assessment: Agreement needed in order for MDOT to bill Consultant.

Cost Reduction: Negotiated price with contractor to be repaid by Consultant.

New Project Identification: Demolish existing structures in preparation of new construction.

Zip Code: 49427.

47. MULTI-MODAL – Railroad Force Account Work

Authorization (58001-77918) under Master Agreement (94-0801) between MDOT and Canadian National Railway (CN) will provide funding for the installation of flashing-light signals and half-roadway gates at CN=s grade crossing of Scofield-Carleton Road in Monroe County, Michigan. This work, to be done as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a Local Agency Application submitted by the Monroe County Road Commission and approved on October 24, 2003. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$175,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of CN with Scofield-Carleton Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. Recent urban development and road improvements have resulted in increased traffic volumes. The installation of flashing-light signals and half-roadway gates was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT=s Rail Safety Section.

Funding Source: Funding for this project is provided from federal dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130. Federal Highway Administration Funds - \$175,000.

Commitment Level: The contract cost is based on CN's estimate and will be paid on a force account basis.

Risk Assessment: Recent urban development and road improvements have resulted in increased traffic volumes at this location. The existing passive warning devices consisting of standard railroad crossbucks and stop signs were adequate for previous volumes, but are now inappropriate for the present and predicted future levels of train and vehicle traffic. This project will correct that situation by installing side of street flashing lights and gates to provide an active visual warning for motorists.

Cost Reduction: The work will be performed by CN on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of CN and the Monroe County Road Commission.

New Project Identification: Motorist warning at the crossing today is provided by passive signs. This project will enhance the level of warning by adding new active side-of-street flashing light signals and half-roadway gates.

Zip Code: 48117.

48. MULTI-MODAL – Railroad Force Account Work

Authorization (58003-78188) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the installation of one half-roadway gate, flashing-light signals, and circuitry to interconnect the devices to a nearby Norfolk Southern (NS) grade crossing at the GTW grade crossing of Sigler Road in Monroe County, Michigan. This work, to be done as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Monroe County Road Commission and approved on November 12, 2003. The total cost of the project is estimated at \$150,000. Source of Funds: Federal Highway Administration Funds - \$150,000.

Purpose/Business Case: The project will provide for the installation of active warning devices at the GTW grade crossing of Sigler Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of the active warning devices was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$150,000.

Commitment Level: The contract cost is based on GTW's estimate and will be paid on a force account basis.

Risk Assessment: This crossing has a restricted sight distance and increasing vehicle traffic. It was selected for safety enhancement as a part of MDOT's prioritization process to reduce exposure. The installation of active warning devices will enhance safety for motorists.

Cost Reduction: The work will be performed by GTW on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Monroe County Road Commission.

New Project Identification: Currently, the crossing is protected by a stop sign. This project will add active warning devices by installing one half-roadway gate, flashing-light signals, and circuitry to interconnect the devices to the nearby NS grade crossing.

Zip Code: 48179.

49. MULTI-MODAL – Railroad Force Account Work

Authorization (58007-78193) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the installation of one half-roadway gate, flashing-light signals, and circuitry to interconnect the devices to a nearby Norfolk Southern (NS) grade crossing at the GTW grade crossing of Post Road in Monroe County, Michigan. This work, to be done as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Monroe County Road Commission and approved on November 12, 2003. The total cost of the project is estimated at \$150,000. Source of Funds: Federal Highway Administration Funds - \$150,000.

Purpose/Business Case: The project will provide for the installation of active warning devices at the GTW grade crossing of Post Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of the active warning devices was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$150,000.

Commitment Level: The contract cost is based on GTW's estimate and will be paid on a force account basis.

Risk Assessment: This crossing has restricted sight distances and increasing vehicle traffic. It was selected for safety enhancement as a part of MDOT's prioritization process. The installation of active warning devices will improve safety for motorists.

Cost Reduction: The work will be performed by GTW on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Monroe County Road Commission.

New Project Identification: Currently, the crossing is protected by a stop sign. This project will add active warning devices by installing one half-roadway gate, flashing-light signals, and circuitry to interconnect the devices to the nearby NS grade crossing.

Zip Code: 48166.

50. MULTI-MODAL – Railroad Force Account Work

Authorization (58030-77917) under Master Agreement (94-0801) between MDOT and Canadian National Railway (CN) will provide funding for the installation of flashing-light signals and half-roadway gates at CN's grade crossing of Baldwin Road in the village of Maybee, Michigan. This work, to be done as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a Local Agency Application submitted by the Village of Maybee and approved on October 24, 2003. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$175,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of CN with Baldwin Road in the village of Maybee, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. Recent urban development and road improvements have resulted in increased traffic volumes. The installation of flashing-light signals and half-roadway gates was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from federal dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130. Federal Highway Administration Funds - \$175,000.

Commitment Level: The contract cost is based on CN's estimate and will be paid on a force account basis.

Risk Assessment: Recent urban development and road improvements have resulted in increased traffic volumes at this location. The existing passive warning devices consisting of standard railroad crossbucks and stop signs were adequate for previous volumes, but are now inappropriate for the present and predicted future levels of train and vehicle traffic. This project will correct that situation by installing side of street flashing lights and gates to provide active visual and physical warnings for motorists.

Cost Reduction: The work will be performed by CN on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of CN and the Village of Maybee.

New Project Identification: Motorist warning at the crossing today is provided by passive signs. This project will enhance the level of warning by adding new active side-of-street flashing-light signals and half-roadway gates.

Zip Code: 48159.

51. MULTI-MODAL – Railroad Force Account Work

Authorization (58066-77916) under Master Agreement (94-0801) between MDOT and Canadian National Railway (CN) will provide funding for the installation of flashing-light signals and half-roadway gates at CN=s grade crossing of Front Street in the City of Monroe, Michigan. This work, to be done as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a Local Agency Application submitted by the City of Monroe and approved on October 24, 2003. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$175,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of CN with Front Street in the City of Monroe, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of flashing-light signals and half-roadway gates was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT=s Rail Safety Section.

Funding Source: Funding for this project is provided from federal dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130. Federal Highway Administration Funds - \$175,000.

Commitment Level: The contract cost is based on CN's estimate and will be paid on a force account basis.

Risk Assessment: The existing passive warning devices consisting of standard railroad crossbucks and stop signs were adequate for previous traffic volume, but are now inappropriate for the present and predicted future levels of train and vehicle traffic. This project will correct that situation by installing side of street flashing lights and gates to provide an active visual and physical warning for motorists.

Cost Reduction: The work will be performed by CN on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of CN and the City of Monroe.

New Project Identification: Motorist warning at the crossing today is provided by passive signs. This project will enhance the level of warning by adding new active side-of-street flashing-light signals and half-roadway gates.

Zip Code: 48161.

52. MULTI-MODAL – Railroad Force Account Work

Authorization (63020-77975) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW), will provide funding for the installation of side-of-street flashing-light signals and two half-roadway gates at GTW's grade crossing of Eaton Road in Oakland County, Michigan. This work, to be done as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Road Commission for Oakland County and approved on October 21, 2003. The total cost of the project is estimated at \$180,000. Source of Funds: Federal Highway Administration Funds - \$180,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the GTW grade crossing of Eaton Road in Oakland County. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of flashing-light signals and half-roadway gates was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$180,000.

Commitment Level: The contract cost is based on GTW's estimate and will be paid on a force account basis.

Risk Assessment: The crossing is currently protected by passive warning devices and the installation of active warning devices will increase the warning level for motorists.

Cost Reduction: The work will be performed by GTW on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Road Commission for Oakland County.

New Project Identification: Currently, the crossing's warning devices are stop signs and crossbucks. This project will add active warning devices by installing side-of-street flashing-light signals and half-roadway gates.

Zip Code: 48350.

53. MULTI-MODAL – Railroad Force Account Work

Authorization (76013-78347) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide funding for the installation of flashing-light signals and half-roadway gates at the GTW grade crossing of Payne Road in Shiawassee County, Michigan. This work, to be done as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Shiawassee County Road Commission and approved on October 21, 2003. The total cost of the project is estimated at \$160,000. Source of Funds: FY 2004 State Restricted Trunkline Funds - \$80,000; Federal Highway Administration Funds - \$80,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the GTW grade crossing of Payne Road in Shiawassee County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of the active warning devices was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a), and federal dedicated grade crossing safety funds, appropriated under the provisions of U.S. Code Title 23, Section 130, respectively: FY 2004 State Restricted Trunkline Funds - \$80,000, Federal Highway Administration Funds - \$80,000.

Commitment Level: The contract cost is based on GTW's estimate and will be paid on a force account basis.

Risk Assessment: This track crosses the road at a 35 degree angle, restricting motorists' sight distance. The installation of active warning devices will provide a visual notification when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by GTW on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Shiawassee County Road Commission.

New Project Identification: Currently, the crossing is protected by stop signs. This project will add active warning devices by installing flashing-light signals and half-roadway gates.

Zip Code: 48414.

54. MULTI-MODAL – Railroad Force Account Work

Authorization (82073-77980) under Master Agreement (94-0803), dated July 28, 1994, between MDOT and Consolidated Rail Corporation (Conrail) will provide funding for the installation of constant-warning time circuitry and 12-inch lenses on the existing flashing-light signals at the Conrail grade crossing of West Jefferson Avenue in Wayne County, Michigan. This work, to be done as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Wayne County Department of Public Services and approved on October 30, 2003. The total cost of the project is estimated at \$75,000. Source of Funds: Federal Highway Administration Funds - \$75,000.

Purpose/Business Case: The project will provide for the installation of devices to improve active warning at the crossing of Conrail with West Jefferson Avenue in Wayne County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety. The installation of constant-warning-time circuitry and 12-inch lenses on the flashing-light signals was determined necessary a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$75,000.

Commitment Level: The contract cost is based on Conrail's estimate and will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process. The existing warning devices activate when train switching moves happen near the crossing but when the train has no intention of actually occupying the crossing. The addition of constant-warning-time circuitry will eliminate the false activations due to the switching moves and 12-inch lenses on the flashing-light signals will further improve warning for motorists.

Cost Reduction: The work will be performed by Conrail on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Conrail and the Wayne County Department of Public Services.

New Project Identification: Currently, the crossing is protected by flashing-light signals with cantilever arms. This project will install constant-warning-time circuitry to reduce the number of false activations and replace the 8-inch lenses on the flashing-light signals with 12-inch lenses.

Zip Code: 48218.

55. MULTI-MODAL – Railroad Force Account Work

Authorization (29012-77921) under Master Agreement (94-0804) between MDOT and Tuscola & Saginaw Bay Railway, Inc. (TSB), will provide funding for the installation of flashing-light signals and half-roadway gates at TSB's grade crossing of Smith Road in Alma, Michigan. This work, to be done as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a Local Agency Application submitted by the City of Alma and approved on October 23, 2003. The total cost of the project is estimated at \$122,868.09. Source of Funds: Federal Highway Administration Funds - \$122,868.09.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of TSB with Smith Road in Alma, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. Recent urban development and road improvements have resulted in increased traffic volumes. Based on current and future traffic and train volumes, the installation of flashing-light signals and half- roadway gates was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from federal dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130. Federal Highway Administration Funds - \$122,868.09.

Commitment Level: The contract cost is based on TSB's estimate and will be paid on a force account basis.

Risk Assessment: Recent urban development and road improvements have resulted in increased traffic volumes at this location. The existing passive warning devices consisting of standard railroad crossbucks and stop signs were adequate for previous volumes, but are now inappropriate for the present and predicted future levels of train and vehicle traffic. This project will correct that situation by installing side of street flashing lights and gates to provide an active visual warning for motorists.

Cost Reduction: The work will be performed by TSB on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of TSB and the City of Alma.

New Project Identification: Motorist warning at the crossing today is provided by passive signs. This project will enhance the level of warning by adding new active side-of-street flashing-light signals and half-roadway gates.

Zip Code: 48801.

56. MULTI-MODAL – Railroad Force Account Work

Authorization (03012-78080), under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of two half-roadway gates and new flashing-light signals with 12-inch lenses at the CSX grade crossing of 109th Avenue in Allegan County, Michigan. This work, to be done as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Allegan County Road Commission and approved on November 5, 2003. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$175,000.

Purpose/Business Case: The project will provide for the installation of additional active warning devices at the CSX grade crossing of 109th Avenue in Allegan County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety. The installation of half-roadway gates and new flashing-light signals was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$175,000.

Commitment Level: The contract cost is based on CSX's estimate and will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process due to two car-train crashes that occurred at this location. The crossing is currently protected by flashing-light signals. The installation of gates and larger, more visible lights will increase the protection level for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Allegan County Road Commission.

New Project Identification: Currently, the crossing's warning devices are flashing-light signals with 8-inch lenses. This project will upgrade those active warning devices by installing half-roadway gates and new flashing-light signals to accommodate 12-inch lenses.

Zip Code: 49450.

57. MULTI-MODAL – Railroad Force Account Work

Authorization (23011-78036) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of flashing-light signals and half-roadway gates at CSX's grade crossing of Oneida Road in Eaton County, Michigan. This work, to be done as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Eaton County Road Commission and approved on November 4, 2003. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$175,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of CSX with Oneida Road in Eaton County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. Recent urban development and road improvements have resulted in increased traffic volumes. The installation of flashing-light signals and half-roadway gates was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from federal dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130. Federal Highway Administration Funds - \$175,000.

Commitment Level: The contract cost is based on CSX's estimate and will be paid on a force account basis.

Risk Assessment: Recent urban development and road improvements have resulted in increased traffic volumes at this location. The existing passive warning devices consisting of standard railroad crossbucks and stop signs were adequate for previous volumes, but are now inappropriate for the present and predicted future levels of train and vehicle traffic. This project will correct that situation by installing side of street flashing lights and gates to provide an active visual and physical warning for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Eaton County Road Commission.

New Project Identification: Motorist warning at the crossing today is provided by passive signs. This project will enhance the level of warning by adding new active side-of-street flashing-light signals and half-roadway gates.

Zip Code: 48837.

58. MULTI-MODAL – Railroad Force Account Work

Authorization (41067-78332) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the supplementation and enhancement of the existing active warning devices at CSX's grade crossing of Wilson Avenue in the City of Grandville, Michigan. This work, to be done as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the City of Grandville and approved on December 4, 2003. The total cost of the project is estimated at \$85,000. Source of Funds: FY 2004 State Restricted Trunkline Funds - \$42,500; Federal Highway Administration Funds - \$42,500.

Purpose/Business Case: The project will provide for the installation of a new walk-out cantilever and interconnection circuitry to accommodate the addition of a pre-signal to be mounted to the cantilever in the northwest quadrant of the CSX grade crossing with Wilson Avenue in the City of Grandville, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of a new walk-out cantilever to accommodate a new pre-signal was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FY 2004 State Restricted Trunkline Funds - \$42,500, Federal Highway Administration Funds - \$42,500.

Commitment Level: The contract cost is based on CSX's estimate and will be paid on a force account basis.

Risk Assessment: Site observations indicate that the addition of a new walk-out cantilever and a pre-signal will increase the protection level at this location. Currently, the proximity and operation of a traffic signal at a nearby intersection causes traffic to frequently queue up over the tracks. This project will improve the situation by installing a new walk-out cantilever and interconnection circuitry such that a new pre-signal can be installed to work in conjunction with the main traffic signal to clear cars away from the tracks upon the approach of a train.

Cost Reduction: The work will be performed by CSX on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the City of Grandville.

New Project Identification: Motorist warning at the crossing today is provided by side-of-street flashers, cantilevers and gates. This project will enhance the level of warning by upgrading to walk-out cantilevers and interconnect circuitry to allow for a pre-signal.

Zip Code: 49418.

59. MULTI-MODAL – Railroad Force Account Work

Authorization (47012-78345) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of flashing-light signals and half-roadway gates at CSX=s grade crossing of Lucy Road in Livingston County, Michigan. This work, to be done as part of MDOT=s annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Livingston County Road Commission and approved on November 4, 2003. The total cost of the project is estimated at \$200,000. Source of Funds: FY 2004 State Restricted Trunkline Funds - \$100,000; Federal Highway Administration Funds - \$100,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashing-light signals and half-roadway gates at the grade crossing of CSX with Lucy Road in Livingston County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals and half-roadway gates was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT=s Rail Safety Section.

Funding Source: Funding for this project is provided from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a), and federal dedicated grade crossing safety funds, appropriated under the provisions of USC Title 23 Section 130, respectively. FY 2004 State Restricted Trunkline Funds - \$100,000, Federal Highway Administration Funds - \$100,000.

Commitment Level: The contract cost is based on CSX=s estimate and will be paid on a force account basis.

Risk Assessment: Twelve Howell Public Schools busses traverse this crossing on a daily basis. Due to restricted sight distance, the safety of this move has been an increasing concern of bus drivers and school district operations staff. This project will enhance safety for those buses and all other motorists by installing side-of-street flashing lights and half-roadway gates.

Cost Reduction: The work will be performed by CSX on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Livingston County Road Commission.

New Project Identification: Motorist warning at the crossing today is provided by stop signs. This project will enhance the level of warning by adding side-of-street flashing light signals and half-roadway gates.

Zip Code: 48843.

60. MULTI-MODAL – Railroad Force Account Work

Authorization (70009-78035) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the replacement of the existing active warning devices with new side-of-street flashers, half-roadway gates, and appropriate circuitry at CSX=s grade crossing of New Holland Street in Ottawa County, Michigan. This work, to be done as part of MDOT=s annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Ottawa County Road Commission and approved on November 12, 2003. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$175,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of CSX with New Holland Street in Ottawa County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals and half-roadway gates was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT=s Rail Safety Section.

Funding Source: Funding for this project is provided from federal dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130. Federal Highway Administration Funds - \$175,000.

Commitment Level: The contract cost is based on CSX's estimate and will be paid on a force account basis.

Risk Assessment: Recent crash history indicates that the addition of half-roadway gates will increase the protection level at this location. The existing active warning devices, consisting of side-of-street flashers, provide a visual indication of train approach; however, there is no physical barrier to block the crossing upon train approach. This project will correct that situation by installing new side-of-street flashing lights that have larger masts to accommodate the addition of half-roadway gates with appropriate circuitry, to provide an active visual and physical warning for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Ottawa County Road Commission.

New Project Identification: Motorist warning at the crossing today is provided by side-of-street flashers. This project will enhance the level of warning by adding new active side-of-street flashing light signals with half-roadway gates.

Zip Code: 49424.

61. MULTI-MODAL – Railroad Force Account Work

Authorization (70048-78063) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the replacement of the existing active warning devices with new side-of-street flashers, half-roadway gates and appropriate circuitry at CSX's grade crossing of Franklyn/100th Avenue in Ottawa County, Michigan. This work, to be done as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Ottawa County Road Commission and approved on November 12, 2003. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$175,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of CSX with Franklyn/100th Avenue in Ottawa County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals and half-roadway gates was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from federal dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130. Federal Highway Administration Funds - \$175,000.

Commitment Level: The contract cost is based on CSX's estimate and will be paid on a force account basis.

Risk Assessment: Recent crash history indicates that the addition of half-roadway gates will increase the protection level at this location. The existing active warning devices, consisting of side-of-street flashers and one cantilever, provide a visual indication of train approach; however, there is no physical barrier to block the crossing upon train approach. This project will improve the situation by installing new side-of-street flashing lights that have larger masts to accommodate the addition of half-roadway gates with appropriate circuitry, to provide both an active visual and physical warnings for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Ottawa County Road Commission.

New Project Identification: Motorist warning at the crossing today is provided by side-of-street flashers and one cantilever. This project will enhance the level of warning by installing new active side-of-street flashing-light signals with half-roadway gates.

Zip Code: 49464.

62. MULTI-MODAL – Railroad Force Account Work

Authorization (80030-78092) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of two half-roadway gates and new flashing-light signals with 12-inch lenses at the CSX grade crossing of 20th Avenue/Main Street in Breedsville, Michigan. This work, to be done as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Village of Breedsville and approved on November 5, 2003. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$175,000.

Purpose/Business Case: The project will provide for the installation of additional active warning devices at the grade crossing of CSX with 20th Avenue/Main Street in Breedsville, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of half-roadway gates and new flashing-light signals was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$175,000.

Commitment Level: The contract cost is based on CSX's estimate and will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process due to two car-train crashes that occurred at this location. The crossing is currently protected by flashing-light signals. The installation of gates and larger, more visible lights will increase the protection level for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Village of Breedsville.

New Project Identification: Currently, the crossing's warning devices are flashing-light signals with 8-inch lenses. This project will enhance those devices by installing half-roadway gates and new flashing-light signals with 12-inch lenses.

Zip Code: 49027.

63. MULTI-MODAL – Railroad Force Account Work

Authorization (82075-77982) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation Inc. (CSX), will provide funding for the installation of constant-warning time circuitry, full-roadway gates, and flashing-light signals with 12-inch lenses at the CSX grade crossing of Eureka Road in Wayne County, Michigan. This work, to be done as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Wayne County Department of Public Services and approved on November 4, 2003. The total cost of the project is estimated at \$225,000. Source of Funds: Federal Highway Administration Funds - \$225,000.

Purpose/Business Case: The project will provide for the installation of upgraded active warning devices at the CSX grade crossing of Eureka Road in Wayne County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of constant-warning-time circuitry, full-roadway gates, and flashing-light signals was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$225,000.

Commitment Level: The contract cost is based on CSX's estimate and will be paid on a force account basis.

Risk Assessment: There have been two car-train crashes at the crossing, both occurring when motorists drove around or through the gates. The addition of constant-warning-time circuitry, full-roadway gates, and flashing-light signals with 12-inch lenses will further improve protection for motorists.

* Denotes a non-standard contract/amendment

Cost Reduction: The work will be performed by CSX on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Wayne County Department of Public Services.

New Project Identification: Currently, the crossing is protected by flashing-light signals and half-roadway gates. This project will install constant-warning-time circuitry, replace half-roadway gates with full-roadway gates, and replace the current 8-inch flashing-light signals with signals that accommodate 12-inch lenses.

Zip Code: 48174.

64. MULTI-MODAL – Railroad Force Account Work

Authorization (41095-78389) under Master Agreement (94-0807), dated August 5, 1994, between MDOT and Grand Rapids Eastern Railroad (GRE) will provide funding for the replacement of the existing active warning devices with new side-of-street flashers, cantilevers, half-roadway gates, and appropriate circuitry at GRE=s grade crossing of North Fuller Avenue in the city of Grand Rapids, Michigan. This work, to be done as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the City of Grand Rapids and approved on December 12, 2003. The total cost of the project is estimated at \$170,000. Source of Funds: FY 2004 State Restricted Trunkline Funds - \$85,000; Federal Highway Administration Funds - \$85,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, cantilevers, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of GRE with N. Fuller Avenue in the City of Grand Rapids, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, cantilevers and half-roadway gates was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT=s Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FY 2004 State Restricted Trunkline Funds - \$85,000, Federal Highway Administration Funds - \$85,000.

Commitment Level: The contract cost is based on GRE's estimate and will be paid on a force account basis.

Risk Assessment: The existing active warning devices, consisting of side-of-street flashers and cantilevers, provided a visual indication of train approach; however, there was no physical barrier to block the crossing upon train approach. This project will improve the situation by installing new side-of-street flashing lights, cantilevers, and half-roadway gates with appropriate circuitry to provide both an active visual and physical warning for motorists.

Cost Reduction: The work will be performed by GRE on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of GRE and the City of Grand Rapids.

New Project Identification: Motorist warning at the crossing today is provided by side-of-street flashers and cantilevers. This project will enhance the level of warning by installing new active side-of-street flashing-light signals, cantilevers, half-roadway gates, and appropriate circuitry.

Zip Code: 49503.

65. MULTI-MODAL – Railroad Force Account Work

Authorization (58003-78189) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Corporation (NS) will provide funding for the installation of one half-roadway gate, flashing-light signals, and circuitry to interconnect the devices to a nearby Grand Trunk Western (GTW) grade crossing at the NS grade crossing of Sigler Road in Monroe County, Michigan. This work, to be done as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Monroe County Road Commission and approved on November 12, 2003. The total cost of the project is estimated at \$150,000. Source of Funds: Federal Highway Administration Funds - \$150,000.

Purpose/Business Case: The project will provide for the installation of active warning devices at the NS grade crossing of Sigler Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of the active warning devices was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$150,000.

Commitment Level: The contract cost is based on NS's estimate and will be paid on a force account basis.

Risk Assessment: This passively-signed crossing has a restricted sight distance and increasing vehicle traffic. It was selected for safety enhancement as a part of MDOT's prioritization process to reduce exposure. Installation of active warning devices will improve safety for motorists.

Cost Reduction: The work will be performed by NS on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

New Project Identification: Currently, the crossing is protected by a stop sign. This project will add active warning devices by installing one half-roadway gate, flashing-light signals, and circuitry to interconnect the devices to the nearby GTW grade crossing.

Zip Code: 48179.

66. MULTI-MODAL – Railroad Force Account Work

Authorization (58003-78190) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Corporation (NS) will provide funding for the installation of two half-roadway gates and flashing-light signals at the NS grade crossing of Sigler Road in Monroe County, Michigan. This work, to be done as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Monroe County Road Commission and approved on November 12, 2003. The total cost of the project is estimated at \$175,000.00. Source of Funds: Federal Highway Administration Funds - \$175,000.

Purpose/Business Case: The project will provide for the installation of active warning devices at the NS grade crossing of Sigler Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of the active warning devices was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$175,000.

Commitment Level: The contract cost is based on NS's estimate and will be paid on a force account basis.

Risk Assessment: This passively-signed crossing has a restricted sight distance and increasing vehicle traffic. It was selected for safety enhancement as a part of MDOT's prioritization process to reduce exposure. The installation of active warning devices will enhance safety for motorists.

* Denotes a non-standard contract/amendment

Cost Reduction: The work will be performed by NS on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

New Project Identification: Currently, the crossing is protected by a stop sign. This project will add active warning devices by installing half-roadway gates and flashing-light signals.

Zip Code: 48179.

67. MULTI-MODAL – Railroad Force Account Work

Authorization (58007-78196) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Corporation (NS) will provide funding for the installation of two half-roadway gates and flashing-light signals at the NS grade crossing of Post Road in Monroe County, Michigan. This work, to be done as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization would be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Monroe County Road Commission and approved on November 12, 2003. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$175,000.

Purpose/Business Case: The project will provide for the installation of active warning devices at the NS grade crossing of Post Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of the active warning devices was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$175,000.

Commitment Level: The contract cost is based on NS's estimate and will be paid on a force account basis.

Risk Assessment: This crossing has restricted sight distances and increasing vehicle traffic. It was selected for safety enhancement as a part of MDOT's prioritization process to reduce exposure. Installation of active warning devices will improve safety for motorists.

Cost Reduction: The work will be performed by NS on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

New Project Identification: Currently, the crossing is protected by a stop sign. This project will add active warning devices by installing half-roadway gates and flashing-light signals.

Zip Code: 48166.

68. MULTI-MODAL – Railroad Force Account Work

Authorization (58009-78194) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Corporation (NS) will provide funding for the installation of one half-roadway gate, flashing-light signals, and circuitry to interconnect the devices to a nearby Grand Trunk Western (GTW) grade crossing at the NS grade crossing of Post Road in Monroe County, Michigan. This work, to be done as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Monroe County Road Commission and approved on November 12, 2003. The total cost of the project is estimated at \$150,000. Source of Funds: Federal Highway Administration Funds - \$150,000.

Purpose/Business Case: The project will provide for the installation of active warning devices at the NS grade crossing of Post Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of the active warning devices was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$150,000.

Commitment Level: The contract cost is based on NS's estimate and will be paid on a force account basis.

Risk Assessment: This crossing has a restricted sight distance and increasing vehicle traffic. It was selected for safety enhancement as a part of MDOT's prioritization process to reduce exposure. The installation of active warning devices will improve safety for motorists.

Cost Reduction: The work will be performed by NS on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

New Project Identification: Currently, the crossing is protected by a stop sign. This project will add active warning devices by installing one half-roadway gate, flashing-light signals, and circuitry to interconnect the devices to the nearby GTW grade crossing.

Zip Code: 48166.

69. MULTI-MODAL – Railroad Force Account Work

Authorization (58066-77910) under Master Agreement (94-1053) between MDOT and Norfolk Southern Corporation (NS) will provide funding for the installation of flashing-light signals, side lights, and half-roadway gates at NS's grade crossing of Front Street in the city of Monroe, Michigan. This work, to be done as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a Local Agency Application submitted by the City of Monroe and approved on October 24, 2003. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$175,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals, side lights, and half-roadway gates at the grade crossing of NS with Front Street in the city of Monroe, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of flashing-light signals, side lights, and half-roadway gates was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from federal dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130. Federal Highway Administration Funds - \$175,000.

Commitment Level: The contract cost is based on NS's estimate and will be paid on a force account basis.

Risk Assessment: Recent crash history has demonstrated that the existing passive warning devices consisting of standard railroad crossbucks and stop signs were adequate for previous traffic volumes, but are now inappropriate for the present and predicted future levels of train and vehicle traffic. This project will correct that situation by installing side of street flashing lights, side lights, and half-roadway gates to provide an active visual and physical warning for motorists.

Cost Reduction: The work will be performed by NS on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the City of Monroe.

New Project Identification: Motorist warning at the crossing today is provided by passive signs. This project will enhance the level of warning by adding new active side-of-street flashing-light signals, side lights, and half-roadway gates.

Zip Code: 48161.

70. MULTI-MODAL – Railroad Force Account Work

Authorization (78011-77927) under Master Agreement (94-1053) between MDOT and Norfolk Southern Corporation (NS) will provide funding for the installation of side-of-street flashing-light signals and two half-roadway gates at the NS grade crossing of Indian Prairie Road in St. Joseph County, Michigan, and will enhance motorist safety. This authorization will be issued under the provisions of the master agreement and a Local Agency Application submitted by the St. Joseph County Road Commission and approved on October 23, 2003. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$175,000.

Purpose/Business Case: The project will provide for the installation of active warning devices at the NS grade crossing of Indian Prairie Road in St. Joseph County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety. The installation of flashing-light signals and half-roadway gates was determined necessary by representatives of the St. Joseph County Road Commission, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$175,000.

Commitment Level: The estimated amount is based on completed projects of a similar nature and concurred with by a NS representative. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process. The crossing is currently protected by passive warning devices, and the installation of active warning devices will increase the warning level for motorists.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the St. Joseph County Road Commission.

New Project Identification: Currently, the crossing's warning devices are crossbucks. This project will add active warning devices by installing side-of-street flashing-light signals and half-roadway gates.

Zip Code - 49099.

71. MULTI-MODAL – Railroad Force Account Work

Authorization (78011-77947) under Master Agreement (94-1053) between MDOT and Norfolk Southern Corporation (NS) will provide funding for the installation of side-of-street flashing-light signals and two half-roadway gates at the NS grade crossing of Anderson Road in St. Joseph County, Michigan, and will enhance motorist safety. This authorization will be issued under the provisions of the master agreement and a Local Agency Application submitted by St. Joseph County Road Commission and approved on October 23, 2003. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$175,000.

Purpose/Business Case: The project will provide for the installation of active warning devices at the NS grade crossing of Anderson Road in St. Joseph County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety. The installation of flashing-light signals and half-roadway gates was determined necessary by representatives of St. Joseph County Road Commission, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$175,000.

Commitment Level: The estimated amount is based on completed projects of a similar nature and concurred with by a NS representative. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process. The crossing is currently protected by passive warning devices, and the installation of active warning devices will increase the warning level for motorists.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the St. Joseph County Road Commission.

New Project Identification: Currently, the crossing's warning devices are stop signs and crossbucks. This project will add active warning devices by installing side-of-street flashing-light signals and half-roadway gates.

Zip Code: 49099.

72. MULTI-MODAL – Railroad Force Account Work

Authorization (78011-77948) under Master Agreement (94-1053) between MDOT and Norfolk Southern Corporation (NS) will provide funding for the installation of side-of-street flashing-light signals and two half-roadway gates at the NS grade crossing of Blue School Road in St. Joseph County, Michigan, and will enhance motorist safety. This authorization will be issued under the provisions of the master agreement and a Local Agency Application submitted by St. Joseph County Road Commission and approved on October 23, 2003. The total cost of the project is estimated at \$230,000. Source of Funds: Federal Highway Administration Funds - \$230,000.

Purpose/Business Case: The project will provide for the installation of active warning devices at the NS grade crossing of Blue School Road in St. Joseph County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety. The installation of flashing-light signals and half-roadway gates was determined necessary by representatives of St. Joseph County Road Commission, NS, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$230,000.

Commitment Level: The estimated amount is based on completed projects of a similar nature and concurred with by a NS representative. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process. The crossing is currently protected by passive warning devices and the installation of active warning devices will increase the warning level for motorists.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the St. Joseph County Road Commission.

New Project Identification: Currently, the crossing's warning devices are crossbucks. This project will add active warning devices by installing side-of-street flashing-light signals and half-roadway gates.

Zip Code: 49099.

73. MULTI-MODAL – Railroad Force Account Work

Authorization (81002-78079) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Corporation (NS) will provide funding for the installation of flashing-light signals and half-roadway gates at NS's grade crossing of Tuttle Hill Road in Washtenaw County, Michigan. This work, to be done as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Washtenaw County Road Commission and approved on November 13, 2003. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$175,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of NS with Tuttle Hill Road in Washtenaw County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of flashing-light signals and half-roadway gates was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from federal dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130. Federal Highway Administration Funds: \$175,000.

Commitment Level: The contract cost is based on NS's estimate and will be paid on a force account basis.

Risk Assessment: Recent crash history has demonstrated that the existing passive warning devices, consisting of standard railroad crossbucks and stop signs, are adequate for previous conditions, but are now inappropriate for the present and predicted future conditions. This project will correct that situation by installing side-of-street flashing lights and half-roadway gates to provide an active visual and physical warning for motorists.

Cost Reduction: The work will be performed by NS on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Washtenaw County Road Commission.

New Project Identification: Motorist warning at the crossing today is provided by passive signs. This project will enhance the level of warning by adding new active side-of-street flashing-light signals and half-roadway gates.

Zip Code: 48197.

74. MULTI-MODAL – Railroad Force Account Work

Authorization (81020-78074) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Corporation (NS) will provide funding for the replacement of the existing active warning devices with new side-of-street flashers, half-roadway gates and appropriate circuitry at NS's grade crossing of Rawsonville Road in Washtenaw County, Michigan. This work, to be done as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Washtenaw County Road Commission and approved on November 13, 2003. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$175,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at the grade crossing of NS with Rawsonville Road in Washtenaw County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of flashing-light signals and half-roadway gates was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from federal dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130. Federal Highway Administration Funds - \$175,000.

Commitment Level: The contract cost is based on NS's estimate and will be paid on a force account basis.

Risk Assessment: Recent crash history indicates that the addition of half-roadway gates will increase the protection level at this location. The existing active warning devices, consisting of side-of-street flashers, provide a visual indication of train approach; however, there is no physical barrier to block the crossing upon train approach. This project will correct that situation by installing new side-of-street flashing lights that have larger masts to accommodate the addition of half-roadway gates with appropriate circuitry, to provide an active visual and physical warning for motorists.

Cost Reduction: The work will be performed by NS on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Washtenaw County Road Commission.

New Project Identification: Motorist warning at the crossing today is provided by side-of-street flashers. This project will enhance the level of warning by adding new active side-of-street flashing light signals with half-roadway gates.

Zip Code: 48111.

75. MULTI-MODAL – Railroad Force Account Work

Authorization (82048-77974) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Corporation (NS) will provide funding for the installation of two side-light flashers, an additional half-roadway gate, and 12-inch lenses on the existing flashing-light signals at the NS grade crossing of North Huron River Drive in Wayne County, Michigan. This work, to be done as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the Wayne County Department of Public Services and approved on October 21, 2003. The total cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$175,000.

Purpose/Business Case: The project will provide for the installation of additional active warning devices at the NS grade crossing of North Huron River Drive in Wayne County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of side-light flashers, half-roadway gate, and 12-inch lenses on the flashing-light signals was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$175,000.

Commitment Level: The contract cost is based on NS's estimate and will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process. Two crashes have occurred at this location, both involving motorists driving around or through the existing gates. The addition of sidelights, additional half-roadway gate, and 12-inch lenses on the flashing-light signals will increase the protection for motorists.

Cost Reduction: The work will be performed by NS on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Wayne County Department of Public Services.

New Project Identification: Currently, the crossing is protected by flashing-light signals with cantilever arms, two half-roadway gates, and traffic signal interconnection. This project will add additional active warning devices by installing sidelights, an additional half-roadway gate, and 12-inch lenses on the flashing-light signals.

Zip Code: 49341.

76.-77. *MULTI-MODAL - Novations

Amendatory Contracts as listed below between MDOT, Benzie County Elders, Inc., and the Benzie County Council on Aging will provide for the reassignment of contract responsibilities for the administration of specialized public transportation services under the Federal Section 5310 Elderly and Persons with Disabilities Program from Benzie County Elders, Inc., to the newly formed Benzie County Council on Aging. The dollar amounts, terms, and conditions of the contracts remain unchanged.

	<u>Contract</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
76.	2001-0871/A1	FY 2001 Section 5310	Sept. 26, 2001 - Sept. 25, 2004	\$140,000
	Source of Funds: Federal Transit Administration Funds - \$112,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$28,000			
77.	2003-0532/A1	FY 2003 Section 5310	Aug. 19, 2003 - Aug. 18, 2006	\$57,500
	Source of Funds: Federal Transit Administration Funds - \$46,000; FY 2003 State Restricted Comprehensive Transportation Funds - \$11,500			

* Denotes a non-standard contract/amendment

Purpose/Business Case: Will provide for the novation of contracts that provide State matching funds for the construction of a bus garage in Benzie County.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$158,000; FY 2001 and FY 2003 State Restricted Comprehensive Transportation Funds - \$39,500

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not amending these contracts is the potential loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: These are not new contracts.

Zip Code: 49640.

78. MULTI-MODAL - Change Scope

Amendatory Contract (2001-0912/A1) between MDOT and the Huron County Board of Commissioners will provide funds for the purchase and installation of a video surveillance system. The original contract provided funds for the construction of a storage barn under the FY 2001 Nonurbanized Area Formula Capital Program. The storage barn is no longer needed. The contract term remains unchanged, September 28, 2001, through September 28, 2004. The total contract amount remains unchanged at \$65,000. Source of Funds: Federal Transit Administration Funds - \$52,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$13,000.

Purpose/Business Case: Will provide funds originally designated for the construction of a storage barn that is no longer needed toward the purchase and installation of a video surveillance system.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$52,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$13,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this amendment is the possible loss of Federal funds. There are no risks other than those normally associated with contractual relationships.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a not a new construction project.

Zip Code: 48413.

79. *MULTI-MODAL - Novation

Amendatory Contract (2002-0017/A1) between MDOT, the Benzie County Board of Commissioners, and the Benzie County Council on Aging will provide for the reassignment of contract responsibilities for the administration of public transportation services under this Master Agreement from the Benzie County Board of Commissioners to the newly formed Benzie County Council on Aging. This amendment will also provide for the novation of two authorizations previously issued under this Master Agreement, as listed below. The term of the Master Agreement remains unchanged, from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. The Master Agreement is a zero dollar contract.

<u>Authorization</u>	<u>Program</u>	<u>Term</u>	<u>Amount</u>
Z1	FY 2002 Specialized Services	Oct. 1, 2001-Sept. 30, 2002	\$36,778
Z2	FY 2003 Specialized Services	Oct. 1, 2002-Sept. 30, 2003	\$36,778

Purpose/Business Case: Will provide for the reassignment of contract responsibilities for public transit services for Benzie County.

Benefit: Increase public safety through improved transportation services.

Funding Source: FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$73,556.

Commitment Level: Authorizations are based on cost estimates.

* Denotes a non-standard contract/amendment

Risk Assessment: The risk of not approving this amendment is the potential loss of public transit service for the county.

Cost Reduction: Grant amount is not negotiated.

New Project Identification: Not a new project.

Zip Code: 49640.

80. MULTI MODAL – Specialized Services Program

Project Authorization (Z3) under Master Agreement (2002-0017) between MDOT and the Benzie County Council on Aging will provide 100 percent State funding under the FY 2004 Specialized Services Program, which furnishes operating assistance for coordinated transportation services for the elderly and people with disabilities. The funds will be used for eligible specialized services providers or public transit systems that operate in counties and cities with unmet transit needs for the elderly and people with disabilities. Reimbursement is based on \$1.20 per vehicle mile or \$4.07 per one-way passenger trip. The term of the authorization will be from October 1, 2003, through September 30, 2004. The total authorization amount will be \$36,778. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$36,778.

This Project Authorization was originally approved by the State Administrative Board on the September 16, 2003, agenda, with the grantee identified as the Benzie County Board of Commissioners. We were recently notified that the Benzie County Board of Commissioners will no longer be involved in providing public transit services, and therefore, this authorization needs to be re-issued with the Benzie County Council on Aging as the grantee.

Purpose/Business Case: Will provide operating assistance for the coordinated transportation services for elderly and people with disabilities in Benzie County.

Benefit: Increase public safety through improved transportation services.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$36,778.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the potential loss of public transit service for the county.

Cost Reduction: Grant amount is not negotiated.

New Project Identification: This is not a new project.

Zip Code: 49640.

81. MULTI-MODAL - Railroad Crossing Closure

Contract (2004-0052) between MDOT and the Village of Grass Lake will provide a lump sum incentive payment in exchange for the Village's action to close Brown Street at its grade crossing with the Norfolk Southern Railroad in the Village of Grass Lake. This work will enhance motorist safety by eliminating a location that causes a potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The total contract amount will be \$180,000. Source of Funds: FY 2004 State Restricted Trunkline Funds - \$180,000.

Purpose/Business Case: This action is being undertaken in the interest of public safety and in support of a Federal goal to reduce the number of public at-grade railroad crossings nationwide by 25%. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to local road jurisdictions.

Benefit: The road closure is being undertaken by the Village for the sole purpose of enhancing motorist safety. Closing Brown Street at the railroad track will end vehicular movements over this grade crossing and eliminate potential car-train crashes.

Funding Source: The cash incentive payment for these closures comes from state dedicated grade crossing safety funds, appropriated under the provisions of MCLA 247.660(1)(a). FY 2004 State Restricted Trunkline Funds - \$180,000.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: The availability of this state incentive payment was critical to the Village of Grass Lakes decision to close the street. Failure to provide this funding would jeopardize the closure and its associated public safety benefits.

Cost Reduction: The costs of accomplishing the closure will be borne by the road authority and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

New Project Identification: This is not a construction project, but rather a cash incentive payment provided to the local road authority in exchange for enhancing safety through the road closure. The project funding can be used for any transportation-related purpose; however, it should be noted that this particular closure effort is the culmination of over five years of negotiation, and it includes the planned construction of a new bypass street.

Zip Code: 49240.

82. *MULTI-MODAL (Aeronautics) – Increase Services and Amount

Amendatory Contract (2001-0487/A1) between MDOT and the Mason County Board of Commissioners will add services for the review and approval of the airport layout plan and will increase Federal and State grant funds by \$3,751 accordingly. The original contract provides for the update of the airport layout plan and for the design of the rehabilitation and expansion of an apron at the Mason County Airport in Ludington, Michigan. The contract term remains unchanged, May 17, 2001, through May 16, 2004. The revised total contact amount will be \$55,751. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$46,800	\$3,376	\$50,176
State Restricted Aeronautics Funds	\$ 2,600	\$ 187	\$ 2,787
Mason County Funds	<u>\$ 2,600</u>	<u>\$ 188</u>	<u>\$ 2,788</u>
Total	<u>\$52,000</u>	<u>\$3,751</u>	<u>\$55,751</u>

Purpose/Business Case: The project includes the updating of the airport layout plan (ALP). The ALP submitted by the consultant required a more extensive review and approval than normal because the ALP included a proposed instrument landing system and additional land acquisition for a runway extension and commercial property along US-10 for the main runway approach to the southwest.

Benefit: The benefit is the updating of the existing ALP will meet current Federal Aviation Administration (FAA) standards and requirements.

Funding Source: FAA Funds - \$50,176; State Restricted Aeronautics Funds - \$2,787; Mason County Funds - \$2,788; Contract Total - \$55,751.

Commitment Level: The contract has a fixed cost.

Risk Assessment: If the contract is not awarded, the project cannot be completed as planned. Federal funds could be lost.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for cost reductions.

New Project Identification: This is not a new project.

Zip Code: 49431.

83. MULTI-MODAL – Specialized Services Program

Project Authorization (Z3) under Master Agreement (2002-0017) between MDOT and the Benzie County Council on Aging will provide 100 percent State funding under the FY 2004 Specialized Services Program, which furnishes operating assistance for coordinated transportation services for the elderly and people with disabilities. The funds will be used for eligible specialized services providers or public transit systems that operate in counties and cities with unmet transit needs for the elderly and people with disabilities. Reimbursement is based on \$1.20 per vehicle mile or \$4.07 per one-way passenger trip. The authorization will be in effect from October 1, 2003, through September 30, 2004. The total authorization amount will be \$36,778. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$36,778.

This Project Authorization was originally approved by the State Administrative Board on the September 16, 2003, agenda with the grantee identified as the Benzie County Board of Commissioners. We were recently notified that the Benzie County Board of Commissioners will no longer be involved in providing public transit services; therefore, this authorization needs to be re-issued with the Benzie County Council on Aging as the grantee.

Purpose/Business Case: Will provides operating assistance for coordinated transportation services for the elderly and for people with disabilities in Benzie County.

Benefit: Increase public safety through improved transportation services.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$36,778.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the potential loss of public transit service for the county.

Cost Reduction: Grant amount is not negotiated.

New Project Identification: This is not a new project.

Zip Code: 49640.

84. *MULTI-MODAL (Aeronautics) - Increase Scope and Amount, Extend Term

Amendatory Contract (2002-0441/A1) between MDOT and the Livingston County Board of Commissioners will add a wetland mitigation site selection, permitting, construction follow up, and post-construction wetland mitigation to the project, will increase the contract amount by \$56,521, and will extend the contract term by seventeen years. The time extension is needed in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for consultant design of wetland mitigation at the Livingston County Airport in Howell, Michigan. The revised contract term will be June 27, 2002, through June 26, 2022. The revised total contract amount will be \$193,521. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$123,300	\$50,869	\$174,169
State Restricted Aeronautics Funds	\$ 6,850	\$ 2,826	\$ 9,676
Livingston County Funds	<u>\$ 6,850</u>	<u>\$ 2,826</u>	<u>\$ 9,676</u>
Total	<u>\$137,000</u>	<u>\$56,521</u>	<u>\$193,521</u>

* Denotes a non-standard contract/amendment

Purpose/Business Case: The project is for the design of a wetland mitigation. The wetland mitigation is required by the Michigan Department of Environmental Quality (MDEQ) and the United States Environmental Protection Agency (USEPA) to replace existing wetlands. The additional funds are for a change in the scope of the project. The time extension is needed to comply with an FAA regulation that requires an airport that receives federal funding for certain types of projects to remain fully operational as an airport for a period of 20 years.

Benefit: The benefit is that this work will satisfy the requirements of the MDEQ and USEPA.

Funding Source: Federal Aviation Administration Funds - \$174,169; State Restricted Aeronautics Funds - \$9,676; Livingston County Funds - \$9,676; Contract Total - \$193,521.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed, as the local government cannot afford the cost without Federal and State participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and cost reductions.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 48855.

85. MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2002-0632/A2) between MDOT and R. W. Armstrong & Associates, Inc., will extend the contract term by one year to allow sufficient time for the contractor to complete the construction of two t-hangar structures and the paving of the taxiways. A stop order is currently in effect on all construction activity due to the winter weather. Construction is expected to resume in the spring of 2004. The original contract provides for design and construction engineering services for the construction of the taxiway and taxistreet for new t-hangars and tie-down areas, including demolition of existing t-hangars, public parking lot expansion, and a drainage detention pond at the Canton-Plymouth-Mettetal Airport in Plymouth, Michigan. The revised contract term will be August 27, 2002, through February 26, 2005. The total contract amount remains unchanged at \$87,170. Source of Funds: Federal Aviation Administration Funds - \$72,470; State Restricted Aeronautics Funds - \$14,700.

Purpose/Business Case: The original contract for the airport improvements will expire on February 26, 2004. A one year extension will allow sufficient time for the contractor to complete the construction of two t-hangar structures and paving of the taxiways. Construction activity has been stopped due to winter weather conditions, and it will resume in the spring of 2004.

Benefit: The extension will allow the contract to remain open until the project is completed and final payment is made.

Funding Source: Federal Aviation Administration Funds - \$72,470; State Restricted Aeronautics Funds - \$14,700; Contract Total - \$87,170.

Commitment Level: There is no increase in funding.

Risk Assessment: If the contract is not extended, the project cannot be completed, and a new retroactive contract will be required.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for cost reductions.

New Project Identification: This is a time extension of an existing project.

Zip Code: 48187.

86. *MULTI-MODAL (Aeronautics) - Increase Amount, Extend Term

Amendatory Contract (2003-0106/A2) between MDOT and the Presque Isle County Board of Commissioners will increase the contract amount by \$102,400 to allow for higher than anticipated land acquisition costs and will extend the contract term by seventeen years. The time extension is needed in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for rehabilitation and extension of Runway 9/27 (including two aviation easements), construction of a taxiway and apron, runway and taxiway lighting, and relocation of a park drive at the Presque Isle County/Rogers City Airport in Rogers City, Michigan. The revised contract term will be June 4, 2003, through June 3, 2023. The revised total contract amount will be \$1,605,000. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$1,352,340	\$ 92,160	\$1,444,500
State Restricted Aeronautics Funds	\$ 68,880	\$ 3,492	\$ 72,372
Presque Isle County Funds	\$ 81,380	\$ 6,748	\$ 88,128
Total	<u>\$1,502,600</u>	<u>\$102,400</u>	<u>\$1,605,000</u>

Purpose/Business Case: The project includes the rehabilitation and extension of runway 9/27, the construction of an apron and connecting taxiway, runway and taxiway lighting, the relocation of a road, and two aviation easements for approach clearing. All these improvements are to bring the existing airport up to current Federal and State standards for an airport of its classification. This contract is for an increase of funds due to higher than anticipated land acquisition costs. The time extension is needed to comply with an FAA regulation that requires an airport that receives Federal funding, for certain types of projects, to remain fully operational as an airport for a period of twenty years.

Benefit: The existing runway pavement has exceeded its useful life and needs to be rehabilitated. The current runway length is not sufficient for aircraft needing to use the runway, and the new extended length will meet these needs. With the increase in traffic, the present apron is not sufficient and a new larger apron is being constructed as well as a new connecting taxiway. The rehabilitated and lengthened runway and new taxiway need new lighting for full utility. The aviation easements are needed to clear trees from the approaches to the runway. The community will benefit from the additional runway length in that larger business aircraft that now must land at Pellston or Alpena will be able to land at Rogers City.

Funding Source: FAA Funds - \$1,444,500; State Restricted Aeronautics Funds - \$72,372; Presque Isle County Funds - \$88,128; Contract Total - \$1,605,000.

Commitment Level: The contract has a fixed cost for the construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without Federal and State participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is not a new project.

Zip Code: 49779.

87. *MULTI-MODAL (Aeronautics) - Increase Amount, Extend Term

Amendatory Contract (2003-0301/A1) between MDOT and Marlette Township will increase the contract amount by \$10,000 to allow for higher than anticipated construction costs and will extend the contract term by seventeen years. The time extension is needed in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the construction of the rehabilitation of apron tie-downs, runway crack repair, and construction of a taxistreet at the Marlette Township Airport in Marlette, Michigan. The revised contract term will be May 30, 2003, through May 29, 2023. The revised total contract amount will be \$137,000. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$114,300	\$ 9,000	\$123,300
State Restricted Aeronautics Funds	\$ 6,350	\$ 500	\$ 6,850
Marlette Township Funds	\$ 6,350	\$ 500	\$ 6,850
Total	<u>\$127,000</u>	<u>\$10,000</u>	<u>\$137,000</u>

Purpose/Business Case: The project is for the rehabilitation of aircraft tie-downs, runway crack repairs, and construction of a taxistreet. The amendment will increase the funding to cover higher than anticipated construction costs.

Benefit: The additional taxistreet will allow additional hangars to be built to house aircraft currently on a waiting list. The additional hangars will produce additional revenues for the operation of the airport. The rehabilitation of the aircraft tie-downs will provide for the safe, long term parking of aircraft and the crack repairs will extend the life of the runway pavement. The time extension is needed to comply with an FAA regulation that requires an airport that receives federal funding, for certain types of projects, to remain fully operational as an airport for a period of 20 years.

Funding Source: Federal Aviation Administration Funds - \$123,300; State Restricted Aeronautics Funds - \$6,850; Marlette Township Funds - \$6,850; Contract Total - \$137,000.

Commitment Level: The contract is a fixed cost for the construction.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without Federal and State participation.

Cost Reduction: The construction was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is not a new project.

Zip Code: 48453.

88. *MULTI-MODAL (Aeronautics) - Increase Services

Amendatory Contract (2003-0504/A1) between MDOT and the Frankfort City/County Airport Authority will provide for the installation of the weather briefing system component of a weather observation and data dissemination system and for the cost sharing for said installation. The original contract provides for the operation and maintenance of a weather observation and data dissemination system at the Dow Memorial Airport in Frankfort, Michigan. The contract term remains unchanged, September 18, 2003, through September 17, 2023. The annual cost to operate and maintain the system is estimated at \$8,880. The cost to install the weather briefing system component is estimated at \$1,000. Source of Funds: 50% State Restricted Aeronautics Funds and 50% Frankfort City/County Airport Authority Funds for the operation and maintenance costs; 90% State Restricted Aeronautics Funds and 10% Frankfort City/County Airport Authority Funds for the cost of the installation of the weather briefing system component.

Purpose/Business Case: To provide for the installation of the weather briefing system component, which is ineligible for Federal funding under a separate contract.

Benefit: The weather briefing system component provides pilots with direct access to the latest weather information from any reporting station in the country. It provides accurate text and graphical weather information so pilots can make informed decisions on flight routing and timing and, ultimately, on whether or not it is safe to make the flight.

Funding Source: 50% State Restricted Aeronautics Funds and 50% Frankfort City/County Airport Authority Funds for the operation and maintenance costs; 90% State Restricted Aeronautics Funds and 10% Frankfort City/County Airport Authority Funds for the costs of the installation of the weather briefing system component.

Commitment Level: Local costs for operation and maintenance are based on current established contract pricing from outside vendors who provide services of weather data collection and weather data dissemination. Local costs for the installation of the weather briefing system component are based on our experience with installing these systems at several other airports.

Risk Assessment: Without the installation of this system, accurate weather information would not be available. Pilots would make uninformed decisions, which would decrease safety and increase the risk of accidents.

Cost Reduction: The installation of the weather briefing system component will be conducted as expeditiously and frugally as possible to keep costs to a minimum. MDOT has a contract with the briefing system manufacturer to allow for reduced purchase costs.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 49635.

89. MULTI-MODAL (Aeronautics) - Site Selection Study

Contract (2004-0042) between MDOT and the Iron County Board of Commissioners will provide State grant funds for a site selection study at the proposed Iron County Airport in Iron River, Michigan. The contract will be in effect from the date of award through eighteen months. Source of Funds: State Restricted Aeronautics Funds - \$29,556; Iron County Funds - \$3,284; Contract Total - \$32,840.

Purpose/Business Case: The contract will provide for a study to determine the feasibility of a site selection for a proposed airport near Iron River, Michigan. The study will include location options, building alternatives, and environmental impacts.

Benefit: A new airport facility will benefit the community by attracting more business, travelers, and tourists to the Iron County area. Local businesses will also benefit with an increase in jobs related to industry and tourism. If the airport is built, the existing airports in Crystal Falls and Stambaugh will be closed and aircraft activity will go to the new site.

Funding Source: State Restricted Aeronautics Funds - \$29,556; Iron County Funds - \$3,284; Contract Total - \$32,840.

Commitment Level: The contract has a fixed cost for the study.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without State participation. Further delay could push the airport development decision-making process further behind.

Cost Reduction: The planning contract will be reviewed by an MDOT project manager for appropriateness and further cost reductions.

New Project Identification: This study could lead to new construction.

Zip Code: 49935.

90. *MULTI-MODAL (Aeronautics) - Weather Observation and Data Dissemination System

Contract (2004-0068) between MDOT and the Tuscola Area Airport Authority will provide for the operation and maintenance of a weather observation and data dissemination system and for the installation of the weather briefing system component at the Tuscola Area Airport in Caro, Michigan. The contract will be in effect from the date of award through twenty years. The Tuscola Area Airport Authority will pay MDOT 50 percent of the cost to operate and maintain the system upon being invoiced by MDOT. The annual cost to operate and maintain the system is estimated at \$8,880. Source of Funds: State Restricted Aeronautics Funds - \$4,440; Tuscola Area Airport Authority Funds - \$4,440.

* Denotes a non-standard contract/amendment

Purpose: The purpose of weather observation and data dissemination system is to enhance safety and efficiency of flight in the Caro area. The contract establishes MDOT and Tuscola Area Airport Authority responsibilities for cost sharing and maintenance of the system.

Benefit: The benefit is to the surrounding community. The addition of a system will provide increased access to the Caro area, which will in turn provide increased economic benefit. The maintenance responsibilities established will ensure that the system is properly maintained, which will in turn ensure that the benefit to the community continues to be available.

Funding Source: 50% State Restricted Aeronautics Funds; 50% Tuscola Area Airport Authority Funds.

Commitment Level: Local costs are based on current established contract pricing from outside vendors who provide services of Weather Data Collection and Weather Data Dissemination. With proper justification and agreement by the Michigan Department of Management and Budget (DMB), these contracted costs could increase or be reduced.

Risk Assessment: If the maintenance associated with this contract is not performed (or not performed properly) the Federal Aviation Administration will insist the system be shut down and removed from service, which will reduce safety and efficiency of flights in the Caro area, reduce access to the community, and reduce economic benefit to the community.

Cost Reduction: Certain maintenance costs are established by outside vendors for services they provide in association with the system in this community and throughout the state. Any cost reductions or increases by these vendors are passed on to the Tuscola Area Airport Authority without negotiations. The contract allows for these changes to the contract costs.

New Project Identification: This is a new maintenance contract for a new system that is to be purchased and installed under a separate contract.

Zip Code: 48723.

91.-92. TRANSPORTATION PLANNING - Metropolitan Planning Organization Work Program

Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorizations will be in effect from the date of award through September 30, 2004. The terms of the Master Agreements are from October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% local agency funds.

	<u>Contract</u>	<u>Agency</u>	<u>Total</u>	<u>Local Agency</u>	<u>Zip Code</u>
91.	2003-0002/Z8	Bay County Board of Commissioners	\$ 30,450.00	Bay City	48708
92.	2003-0004/Z12	Grand Valley Metro Council	\$180,751.25	Grand Rapids	49503

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the Governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: To provide funding and facilitate in transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 80% Federal Highway Administration Funds; 20% Local Agencies (listed above).

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for each Metropolitan Planning Organization (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO and is expected to be completed in the fiscal year it is approved for.

Risk Assessment: Failure to comply with federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: Costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: These project agreements are on-going project agreements for transportation planning administrative grants. The amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 48708 and 49503.

93.-94. TRANSPORTATION PLANNING - Metropolitan Planning Organization Work Program

Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorizations will be in effect from the date of award through September 30, 2004. The terms of the Master Agreements are October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Transit Administration Funds and 18.15% Local Agency Funds.

	<u>Contract</u>	<u>Agency</u>	<u>Total</u>	<u>Local Agency</u>	<u>Zip Code</u>
93.	2003-0002/Z7	Bay County Board of Commissioners	\$180,819.00	Bay City	48708
94.	2003-0004/Z13	Grand Valley Metro Council	\$422,262.67	Grand Rapids	49503

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the Governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: To provide funding and facilitate in transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 81.85% Federal Transit Administration Funds; 18.15% Local Agency Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for each Metropolitan Planning Organization (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO and is expected to be completed in the fiscal year it is approved for.

Risk Assessment: Failure to comply with federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: Costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the Federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: These project agreements are on-going project agreements for transportation planning administrative grants. The amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 48708 and 49503.

95. TRANSPORTATION PLANNING - Ozone Action Program

Project Authorization (Z14) issued under Master Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. This project will increase awareness and expansion of the Ozone Action Day Program in the Grand Rapids Area. Staff will engage in promotional/educational activities with local media and at community events. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$87,866.25. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% Grand Valley Metropolitan Council.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the Governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: To provide funding and facilitate transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 80% Federal Highway Administration Funds; 20% Grand Valley Metropolitan Council.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for each Metropolitan Planning Organization (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO and is expected to be completed in the fiscal year it is approved for.

Risk Assessment: Failure to comply with federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: Costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the Federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: No, these project agreements are for transportation planning administrative grants whose amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 49503.

96. TRANSPORTATION PLANNING - Ozone Action Program

Project Authorization (Z13) issued under Master Agreement (2003-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. This project will increase awareness and expansion of the Ozone Action Day Program in the MACC Area. Staff will engage in promotional/educational activities with local media and at community events. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$31,250. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administrations Funds and 20% MACC Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the Governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: To provide funding and facilitate transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 80% Federal Highway Administration Funds; 20% MACC Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for each Metropolitan Planning Organization (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO and is expected to be completed in the fiscal year it is approved for.

Risk Assessment: Failure to comply with federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: Costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the Federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: No, these project agreements are for transportation planning administrative grants whose amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 49424.

97. TRANSPORTATION PLANNING – Metropolitan Planning Organization Work Program

Project Authorization (Z14) issued under Master Agreement (2003-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$31,751.25. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Transit Administration Funds (Section 5303) and 20% MACC Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the Governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: To provide funding and facilitate in transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 80% Federal Transit Administration Funds (Section 5303); 20% MACC Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for each Metropolitan Planning Organization (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO and is expected to be completed in the fiscal year it is approved for.

Risk Assessment: Failure to comply with federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: Costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the Federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: These are on-going project agreements for transportation planning administrative grants. The amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 49424.

98. TRANSPORTATION PLANNING – Metropolitan Planning Organization Work Program
Project Authorization (Z15) issued under Master Agreement (2003-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$151,992.66. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Transit Administration Funds (Metropolitan Planning Funds) and 18.15% MACC Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the Governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: To provide funding and facilitate in transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 81.85% Federal Transit Administration Funds (Metropolitan Planning Funds); 18.15% MACC Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for each Metropolitan Planning Organization (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO and is expected to be completed in the fiscal year it is approved for.

Risk Assessment: Failure to comply with federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: Costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the Federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: These are on-going project agreements for transportation planning administrative grants. The amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 49443.

99. TRANSPORTATION PLANNING - Metropolitan Planning Organization Work Program
Project Authorization (Z7) issued under Master Agreement (2003-0012) between MDOT and the West Michigan Shoreline Regional Development Commission (WMSRDC) will provide for the facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$240,903. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Transit Administration Funds (Metropolitan Planning Funds) and 18.15% WMSRDC Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the Governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: To provide funding and facilitate in transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 81.85% Federal Transit Administration Funds (Metropolitan Planning Funds); 18.15% WMSRDC Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for each Metropolitan Planning Organization (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO and is expected to be completed in the fiscal year it is approved for.

Risk Assessment: Failure to comply with federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: Costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the Federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: These are on-going project agreements for transportation planning administrative grants. The amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 49443.

100. TRANSPORTATION PLANNING - Metropolitan Planning Organization Work Program

Project Authorization (Z8) issued under Master Agreement (2003-0012) between MDOT and the West Michigan Shoreline Regional Development Commission (WMSRDC) will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$37,739. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Transit Administration Funds (Section 5303 Funds) and 20% WMSRDC Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the Governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: To provide funding and facilitate in transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 80% Federal Transit Administration Funds (Section 5303 Funds); 20% WMSRDC Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for each Metropolitan Planning Organization (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO and is expected to be completed in the fiscal year it is approved for.

Risk Assessment: Failure to comply with federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: Costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the Federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: These are on-going project agreements for transportation planning administrative grants. The amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 49443.

101. TRANSPORTATION PLANNING – Regional Air Quality Program

Project Authorization (Z9) issued under Master Agreement (2003-0012) between MDOT and the West Michigan Shoreline Regional Development Commission will provide for facilitation and assistance in the undertaking of transportation efforts and activities at the local and regional levels. This project will promote voluntary emission reduction activities, encourage air-quality friendly behavior by the traveling public, and encourage increased vehicle occupancy and decreased vehicle numbers in the Muskegon Urbanized Area. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$115,625. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% West Michigan Shoreline Regional Development Commission Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the Governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: To provide funding and facilitate transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 80% Federal Highway Administration Funds; 20% West Michigan Shoreline Regional Development Commission Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for each Metropolitan Planning Organization (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO and is expected to be completed in the fiscal year it is approved for.

Risk Assessment: Failure to comply with federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: Costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the Federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: No, these project agreements are for transportation planning administrative grants whose amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 49443.

102. TRANSPORTATION PLANNING - Regional Transportation Work Program

Project Authorization (Z4) issued under Master Agreement (2003-0020) between MDOT and the Southcentral Michigan Planning and Development Commission will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$34,000. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 100% State Restricted Michigan Transportation Funds.

Purpose/Business Case: The fourteen Regional Planning Agencies are authorized under Public Act 281 of 1945, and funding appropriated through Public Act 51 of 1951.

Benefit: The Regional Planning agencies provide invaluable assistance to MDOT in a variety of local, regional, and statewide planning projects, such as data collection, project facilitation and administration and organizing MDOT public meetings.

Funding Source: 100% State Restricted Michigan Transportation Funds.

Commitment Level: Regional Planning agency costs are fixed, and limited by line item appropriation.

Risk Assessment: The Regional Planning Agencies provide an invaluable extension of MDOT resources. The risk of not performing these activities would increase the workload for MDOT personnel.

Cost Reduction: The cost of funding the Regional Planning Agency program is fixed by our state legislature. Cost reductions can only occur through legislation.

New Project Identification: This project is continuing and on going.

Zip Code: 49081.

103. TRANSPORTATION PLANNING - M-104 Corridor Study

Project Authorization (Z7) issued under Master Agreement (2003-0023) between MDOT and the West Michigan Regional Planning Commission will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. This project will provide for the conduct of a study of M-104 between US-31 and I-96 in Ottawa County. The study will develop specific recommendations for access management, conceptual capital improvements, transportation system management, and land use planning strategies. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$49,495. The term of the Master Agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administrations Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: In compliance with Title 23, Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the Governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: To provide funding and facilitate transportation planning efforts and activities at the local and regional levels.

Funding Source: Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 80% Federal Highway Administration Funds; 20% State Restricted Trunkline Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for each Metropolitan Planning Organization (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO and is expected to be completed in the fiscal year it is approved for.

Risk Assessment: Failure to comply with federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: Costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the Federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: No, these project agreements are for transportation planning administrative grants whose amounts are determined annually by formula under the Federal Highway Administration Planning 112 program and the Federal Transit Administration 5303 and 5313 transit planning and coordination program.

Zip Code: 49503.

104. *TRANSPORTATION PLANNING - Access Management Plan (M-24/Lapeer County)

Contract (2004-0070) between MDOT and Birchler Arroyo Associates, Inc., will provide for the development and seeking of adoption of a comprehensive corridor access management plan for approximately eight miles from the south county line to north of I-69 in Lapeer County. The contract will be in effect from the date of the award through September 30, 2004. The contract amount will be \$49,953. Source of Funds: Federal Highway Administration Funds - \$39,962.40; State Restricted Trunkline Funds - \$9,990.60.

Purpose/Business Case: The purpose of this project is to minimize the number of commercial driveways along M-24 based on a cooperative plan between MDOT, the contiguous townships of Lapeer and Metamora, and the Lapeer County Road Commission.

Benefit: The benefit of this project is that it will minimize the probability of traffic crashes occurring and provide a higher level of safety for motorists and local residents. MDOT will be investing over \$55 million in the reconstruction and widening of M-24 over the next ten years. Controlling the number of commercial driveway entrances onto M-24 will minimize the traffic conflicts and congestion created by motor vehicles turning from and onto M-24.

Funding Source: Federal Highway Administration Funds - \$39,962.40; State Restricted Trunkline Funds - \$9,990.60. The funding is coming from State Planning and Research funds that have been specifically designated for access management studies.

Commitment Level: This is a cost plus fixed fee contract.

Risk Assessment: The risk of not performing the study will increase congestion and increase safety concerns.

Cost Reduction: A lower rate was not negotiated. The contract budget was established based on a history of these studies conducted around the state.

New Project Identification: This is in conjunction with a new construction project programmed for the 2006 construction season for the reconstruction and widening of M-24. MDOT is seeking an access management plan and local ordinance in place prior to the completion of this project.

Zip Code: 48076.

BID LETTING

STATE PROJECTS

105. LETTING OF DECEMBER 05, 2003 (PP 11/7/03) ENG. EST. LOW BID
PROPOSAL 0312213 (0311013) \$ 1,114,013.43 \$ 1,104,235.70
PROJECT AIM 11015-75041
LOCAL AGRMT. % OVER/UNDER EST.
START DATE - MAY 31, 2004
COMPLETION DATE - AUGUST 13, 2004 -0.88 %

4.56 mi of full depth concrete pavement repairs and diamond grinding on I-94 from west of I-94BL (Exit 23) to the St. Joseph River, in Lincoln, St. Joseph, and Royalton Townships, Berrien County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 1,186,441.50	Same	2
Snowden, Inc.			
Causie Contracting, Inc.	\$ 1,104,235.70	Same	1 **
Florence Cement Company			
James Cape & Sons Company			
Northern Construction Services, Co			
Penhall Company			

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

75041A

Federal Highway Administration Funds 89.89 %

State Restricted Trunkline Funds 10.11 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49085

Zip Code: 48353

A 2004 highway preventive maintenance project.

Zip Code: 48838

7 bridges involving deep overlay, steel repairs, painting structural steel, substructure repairs, railing replacement, deck patching, end joint and header replacement, steel repairs, pin and hanger replacement and painting structural steel on I-75 over Lake State Railroad and Charles Brink Road, under Old State Road and on US-127 under City Road 402 in Bagley, Otsego Lake, and Roscommon Township, Otsego and Roscommon Counties.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 1,779,645.18	Same	4
L. W. Lamb, Inc.	\$ 1,716,395.22	Same	1 **
Rieth-Riley Construction Co., Inc.			
J. Slagter & Son Construction Co.	\$ 1,718,122.08	Same	2
Midwest Bridge Company	\$ 1,931,029.15	Same	6
Abhe & Svoboda, Inc.			
Hardman Construction, Inc.			
Gerace Construction Company. Inc.	\$ 2,284,709.37	Same	8
Posen Construction, Inc.	\$ 2,228,888.30	Same	7
Walter Toebe Construction Co.	\$ 1,801,155.05	Same	5
Davis Construction, Inc.			
Anlaan Corporation	\$ 1,766,546.08	Same	3
Prince Bridge & Marine, LTD			
Mark 1 Restoration Co. of MI, Inc.			

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

56853A	Federal Highway Administration Funds	90.00	%
	State Restricted Trunkline Funds	10.00	%
60232A	State Restricted Trunkline Funds	100	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: Reduced roadway maintenance costs.

Zip Code: 49735

111.	LETTING OF DECEMBER 05, 2003	ENG. EST.	LOW BID
	PROPOSAL 0312008	\$ 2,931,164.43	\$ 2,816,393.20
	PROJECT AST 32091-50617, ETC		
	LOCAL AGRMT. 03-5458, 02-5409		% OVER/UNDER EST.
	START DATE - MARCH 22, 2004		
	COMPLETION DATE - SEPTEMBER 19, 2006		-3.92 %

1.380 mi of reconstruction, storm sewer, watermain, curb and gutter, lighting, trees, and decorative concrete sidewalk on M-25 from the south city limits to the north city limits of Harbor Beach and on M-142 (State Street) from 3rd Street to M-25 in the city of Harbor Beach in Sand Beach Township, Huron County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
A. J. Rehms & Son, Inc.			
Lee Wood Contracting, Inc.	\$ 3,094,647.04	Same	3
Fisher Contracting Company	\$ 3,290,095.47	Same	6
Mead Bros. Excavating, Inc.			
Angelo Iafrate Construction Company	\$ 3,516,274.28	Same	8
Dan's Excavating, Inc.	\$ 3,184,212.00	Same	4
Kalin Construction Co., Inc.	\$ 2,816,393.20	Same	1 **
Champagne and Marx Excavating, Inc.	\$ 3,204,318.55	Same	5
Rohde Brothers Excavating, Inc.	\$ 3,334,315.00	Same	7
Pamar Enterprises, Inc.	\$ 3,552,391.16	Same	10
Zito Construction Co.	\$ 3,525,333.34	Same	9
Cadwell Brothers Construction	\$ 3,817,407.23	Same	11
L. J. Construction, Inc.	\$ 3,031,088.87	Same	2
Todd T. Kneisel Construction Co.			

11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition of roads.

Funding Source:

50617A	
Federal Highway Administration Funds	71.46 %
City of Harbor Beach	11.94 %
State Restricted Trunkline Funds	16.60 %
60406A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
75128A	
Federal Highway Administration Funds	81.15 %
State Restricted Trunkline Funds	18.85 %

Zip Code: 48441

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Zip Code: 49683

Zip Code: 48601

2.42 mi of hot mix asphalt overlay with full-depth shoulder ribbons on M-46, from Ruth Road to the west village limits of Carsonville, in Bridgehampton and Washington Townships, Sanilac County.

3 Bidders

Zip Code: 48419

Traffic signal upgrading at 7 to 15 locations on various state trunk line routes in the Grand Region in Ionia, Kent, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, and Ottawa Counties.

4 Bidders

Zip Code: 49504

Deck, backwall and bearing replacement, structural steel and substructure repair, cleaning and coating structural steel, approach work and maintaining traffic at B01 on US-131, (State Street) over Mitchell Creek in the city of Big Rapids, Mecosta County.

10 Bidders

Zip Code: 49307

- 8.966 mi of hot mix asphalt resurfacing on M-66 from US-10 north to M-115 in Middle Branch and Sylvan Townships, Osceola County.

2 Bidders

Zip Code: 49663

- 11.5 mi of hot mix asphalt cold milling and resurfacing, hot mix asphalt base crushing and shaping, truck lane reconstruction, guardrail upgrading, and roadside park resurfacing on US-2 from Old US-2 West easterly to the south branch of Paint River in Watersmeet Township, Gogebic County.

3 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition of roads.

Funding Source:

45117A	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
47784A	Federal Highway Administration Funds	81.85 %
	State Restricted Trunkline Funds	18.15 %
M10401	State Restricted Trunkline Funds	100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49969

119.	LETTING OF DECEMBER 05, 2003	ENG. EST.	LOW BID
	PROPOSAL 0312025	\$ 149,920.00	\$ 149,498.40
	PROJECT M 84913-74810		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 05, 2004		
	COMPLETION DATE - AUGUST 01, 2004		-0.28 %

7.162 mi of overband crack fill on I-196 from S12 of 03035 easterly to S14 of 70024, on US-131 BR east of Ionia Avenue to west of Turner Avenue, on M-45 from Ottawa/Kent county line to east of Manzana Drive, and on M-37 from north of 44th Street to south of 29th Street in the cities of Grand Rapids, Kentwood and Walker in Holland and Zeeland Townships, Kent and Ottawa Counties.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Causie Contracting, Inc.	\$ 160,968.00	Same	3
Kenneth R. Hartman, Inc.	\$ 149,498.40	Same	1 **
Fahrner Asphalt Sealers, Inc.			
Scodeller Construction, Inc.	\$ 159,676.00	Same	2

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

74810A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49503

120. LETTING OF DECEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0312026 \$ 227,623.75 \$ 237,415.03
 PROJECT M 57041-74678
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 9 working days 4.30 %

6.92 mi of overband crack fill and single chip seal on M-42
 from US-131 interchange easterly to south of Walker Road in
 Caldwell and Cedar Creek Townships, Missaukee and Wexford
 Counties.

A 2004 highway preventive maintenance project.

BIDDER		AS-READ	AS-CHECKED	
D & D Contracting, Inc.	\$	243,933.93	Same	2
Fahrner Asphalt Sealers, Inc.	\$	237,415.03	Same	1 **

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

74678A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49679

121.	LETTING OF DECEMBER 05, 2003 PROPOSAL 0312027 PROJECT M 17012-76211 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - 21 working days	ENG. EST. \$ 656,420.97	LOW BID \$ 652,482.86 % OVER/UNDER EST. -0.60 %
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12.028 mi of overband crack fill and hot mix asphalt ultra-thin overlay on M-123 at H-40 (East) south springpoint to M-28 south springpoint in Chippewa and Trout Lake Townships, Chippewa County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 748,572.33	Same	3
Payne & Dolan, Inc.	\$ 652,482.86	Same	1 **
H & D, Inc.	\$ 658,750.15	Same	2

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

76211A

State Restricted Trunkline Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49793

- | | | | |
|------|--------------------------------------|---------------|-------------------|
| 122. | LETTING OF DECEMBER 05, 2003 | ENG. EST. | LOW BID |
| | PROPOSAL 0312028 | \$ 391,964.39 | \$ 382,670.00 |
| | PROJECT STG 84915-77181 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - SEPTEMBER 30, 2004 | | -2.37 % |

BIDDER	AS-READ	AS-CHECKED	
Strain Electric Company	\$ 406,671.25	\$ 407,652.25	3
Windemuller Electric, Inc.	\$ 430,000.00	Same	4
Severance Electric Co., Inc.	\$ 459,046.00	Same	6
Trans Tech Electric, L.P.	\$ 494,371.50	Same	7
J. Ranck Electric, Inc.			
John R. Howell, Inc.	\$ 433,800.76	Same	5
Top Rail Electric Company	\$ 382,670.00	Same	1 **
DVT Electric, Inc			
Wolverine Electrical Contracting	\$ 402,260.50	Same	2
Kent Power, Inc.			

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Funding Source:

Federal Highway Administration Funds	100	%
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Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

New Project Identification: Reconstruction.

7.637 mi of hot mix asphalt resurfacing, with pavement and shoulder repairs on M-109 from M-22 north to M-22 and on M-22 from County Road 616 east to County Road 677 in Empire Township, Leelanau County.

2 Bidders

State Restricted Trunkline Funds	100	%
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Zip Code: 49001

Funding Source:

53767A

State Restricted Trunkline Funds	86.37 %
Village of White Cloud	13.63 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The relationship with Newaygo County would be affected. And MDOT will be breaking the terms of a previously negotiated contract.

Cost Reduction: With the reconstruction of this facility, initial maintenance costs will be greatly reduced on this route. Our customers will benefit with a greatly reduced user delay costs.

New Project Identification: Transfer of ownership and reconstruction.

Zip Code: 49068

126.	LETTING OF DECEMBER 05, 2003	ENG. EST.	LOW BID
	PROPOSAL 0312032	\$ 955,830.63	\$ 950,269.88
	PROJECT BHN 64015-60561		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MARCH 08, 2004		
	COMPLETION DATE - JULY 16, 2004		-0.58 %

Deck joint replacement, deck patching, substructure repair, pier cap replacement, pin and hanger replacement, zone painting, concrete beam repair, concrete barrier replacement on US-31 at R01 and R03 over CSX Railroad and Log Road and on R02 and R04 over CSX Railroad in the city of Hart, Oceana County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 1,016,874.84	Same	2
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.	\$ 1,153,572.19	Same	6
Milbocker and Sons, Inc.			
Midwest Bridge Company	\$ 1,059,783.48	Same	3
Abhe & Svoboda, Inc.			
Hardman Construction, Inc.	\$ 1,090,746.81	Same	5
Gerace Construction Company, Inc.			
Walter Toebe Construction Co.	\$ 1,073,492.00	Same	4
Davis Construction, Inc.			
Anlaan Corporation	\$ 950,269.88	Same	1 **
Prince Bridge & Marine, LTD			
Mark 1 Restoration Co. of MI, Inc.	\$ 1,946,901.23	Same	7

7 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

60561A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49858

127. LETTING OF DECEMBER 05, 2003	ENG. EST.	LOW BID
PROPOSAL 0312033	\$ 527,107.64	\$ 483,413.30
PROJECT MG 81132-74570		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - MAY 27, 2004		-8.29 %

2.93 mi of hot mix asphalt cold milling and resurfacing on US-12BR from Miles Street easterly to the Washtenaw/Wayne County line in Ypsilanti Township, Washtenaw County.

A 2004 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 589,439.97	Same	3
Barrett Paving Materials, Inc.	\$ 483,413.30	Same	1 **
ABC Paving Company			
Cadillac Asphalt, LLC.	\$ 553,944.60	Same	2

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

74570A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 48197

Traffic signal upgrading at 7 to 15 locations on state trunk line routes in Macomb, Oakland, St. Clair, and Wayne Counties.

5 Bidders

Zip Code: 48075

130.	LETTING OF DECEMBER 05, 2003 PROPOSAL 0312036 PROJECT MG 39082-75058 LOCAL AGRMT. START DATE - MAY 17, 2004 COMPLETION DATE - JUNE 21, 2004	ENG. EST. \$ 442,799.15	LOW BID \$ 392,683.30 % OVER/UNDER EST. -11.32 %
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3.76 mi of hot mix asphalt cold milling and overlay, and resurfacing in curbed areas on M-43 from D Avenue (M-89) northerly to the Barry County line in the village of Richland, in Richland Township, Kalamazoo County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Michigan Paving and Materials Company	\$ 392,683.30	Same	1 **
Consumers Asphalt Company			

1 Bidder

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

75058A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49083

133.	LETTING OF DECEMBER 05, 2003 PROPOSAL 0312040 PROJECT NH 04021-74970 LOCAL AGRMT. START DATE - MAY 03, 2004 COMPLETION DATE - JULY 01, 2004	ENG. EST. \$ 754,872.00	LOW BID \$ 737,795.80 % OVER/UNDER EST. -2.26 %
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10.26 mi of overband crack sealing and microsurfacing on M-32 from east of M-65 (north) easterly to west of Lake Winyah Road in Alpena, Green and Wilson Townships, Alpena County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Strawser Incorporated	\$ 737,795.80	Same	1 **
Fahrner Asphalt Sealers, Inc.			
Terry Construction, Inc.	\$ 760,963.60	Same	2

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

74970A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49744

- | | | | |
|------|----------------------------------|---------------|-------------------|
| 135. | LETTING OF DECEMBER 05, 2003 | ENG. EST. | LOW BID |
| | PROPOSAL 0312042 | \$ 368,731.84 | \$ 346,216.00 |
| | PROJECT STG 37012-73972 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - APRIL 30, 2004 | | -6.11 % |

BIDDER	AS-READ	AS-CHECKED	
Strain Electric Company	\$ 362,153.04	\$ 362,162.04	3
Windemuller Electric, Inc.	\$ 408,408.00	Same	6
Trans Tech Electric, L.P.			
Metropolitan Power & Lighting, Inc.			
J. Ranck Electric, Inc.	\$ 372,777.00	Same	4
John R. Howell, Inc.	\$ 375,953.16	Same	5
Top Rail Electric Company	\$ 356,645.00	Same	2
DVT Electric, Inc	\$ 346,216.00	Same	1 **

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Funding Source:

Federal Highway Administration Funds	100	%
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Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

New Project Identification: Reconstruction.

136.	LETTING OF DECEMBER 05, 2003 PROPOSAL 0312043 PROJECT M 69023-74969 LOCAL AGRMT. START DATE - JULY 26, 2004 COMPLETION DATE - SEPTEMBER 01, 2004	ENG. EST. \$ 260,619.50	LOW BID \$ 281,197.75 % OVER/UNDER EST. 7.90 %
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5.42 mi of overband crack seal and microsurfacing on M-32 from east of Hayes Road to east of Turtle Lake Road in the city of Gaylord, in the townships of Livingston and Corwith, Otsego County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Strawser Incorporated	\$ 281,197.75	Same	1 **
Fahrner Asphalt Sealers, Inc.			
Terry Construction, Inc.	\$ 291,844.00	Same	2

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

74969A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49735

137.	LETTING OF DECEMBER 05, 2003 PROPOSAL 0312044 PROJECT MG 30011-75016, ETC LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - JUNE 18, 2004	ENG. EST. \$ 691,371.40	LOW BID \$ 687,435.48 % OVER/UNDER EST. -0.57 %
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9.380 mi of overband crack fill, micro-rutfill, microsurface and compound seal interlayer on M-49 from the Ohio state line to south village limits of Reading in the townships of Camden, Reading and Allen, Hillsdale County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Strawser Incorporated	\$ 687,435.48	Same	1 **
Fahrner Asphalt Sealers, Inc.			
Terry Construction, Inc.	\$ 697,355.54	Same	2

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

75016A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

75017A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49232

139.	LETTING OF DECEMBER 05, 2003 PROPOSAL 0312046 PROJECT MG 30032-75003 LOCAL AGRMT. START DATE - JUNE 14, 2004 COMPLETION DATE - AUGUST 13, 2004	ENG. EST. \$ 450,689.58	LOW BID \$ 378,659.28 % OVER/UNDER EST. -15.98 %
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3.183 mi of concrete pavement repairs, hot mix asphalt cold milling and ultra-thin overlay on M-99 from Arch Street to US-12 in the city of Hillsdale, village of Jonesville, in Fayette Township, Hillsdale County.

A 2004 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 378,659.28	Same	1 **
Snowden, Inc.	\$ 405,588.41	Same	2
Causie Contracting, Inc.	\$ 437,642.44	Same	3
Florence Cement Company			

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

75003A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49250

141. LETTING OF DECEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0312048 \$ 688,230.00 \$ 631,982.88
 PROJECT NH 72013-74958
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 07, 2004
 COMPLETION DATE - OCTOBER 15, 2004 -8.17 %

9.186 mi of overband crack sealing and hot mix asphalt ultra thin surfacing on US-127, from north of Canoe Camp Road northerly to M-55 in Denton and Roscommon Townships, Roscommon County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Bolen Asphalt Paving, Inc.			
Rieth-Riley Construction Co., Inc.	\$ 631,982.88	Same	1 **
Central Asphalt, Inc.	\$ 654,242.88	Same	2
H & D, Inc.	\$ 697,582.75	Same	4
Pyramid Paving & Contracting	\$ 655,282.88	Same	3

4 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

74958A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 48630

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

72634A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 48174

146. LETTING OF DECEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0312053 \$ 238,116.60 \$ 256,566.95
 PROJECT M 15091-75142
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - JUNE 01, 2004
 COMPLETION DATE - 7 working days 7.75 %

6.64 mi of overband crack filling and chip sealing on US-131
 from M-32 northerly to Lynn Street, in Warner and Boyne
 Valley Townships, Antrim and Charlevoix Counties.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
D & D Contracting, Inc.	\$ 262,907.38	Same	2
Fahrner Asphalt Sealers, Inc.	\$ 256,566.95	Same	1 **

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

75142A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49713

LOCAL PROJECTS

147.	LETTING OF DECEMBER 05, 2003	ENG. EST.	LOW BID
	PROPOSAL 0312009	\$ 673,179.65	\$ 565,783.80
	PROJECT STUL 39405-72440		
	LOCAL AGRMT. 03-5468		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 70 working days		-15.95 %

Widen and resurface 0.45 mi (3 legs) of the intersection including a traffic signal, hot mix asphalt paving, sidewalk, curb and gutter, earthwork, drainage and slope restoration on Michigan Avenue at Howard Street in the city of Kalamazoo, Kalamazoo County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Michigan Paving and Materials Company	\$ 578,007.04	Same	2
Nashville Construction Company	\$ 734,860.53	Same	4
Northern Const Svcs/Wolverine Elec	\$ 644,253.61	Same	3
Peters Construction/Severance Elec	\$ 565,783.80	Same	1 **

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

72440A

Federal Highway Administration Funds	80.13 %
City of Kalamazoo	19.87 %

Zip Code: 49007

Zip Code: 49417

149. LETTING OF DECEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0312013 \$ 433,854.00 \$ 273,917.35
 PROJECT STUL 70429-76152
 LOCAL AGRMT. 03-5529 % OVER/UNDER EST.
 START DATE - MARCH 22, 2004
 COMPLETION DATE - MAY 21, 2004 -36.86 %

0.50 mi of hot mix asphalt pavement removal,
 intermittent concrete curb and gutter replacement, watermain
 construction, hot mix asphalt paving and pavement markings
 on Robbins Road from US-31 to 178th Avenue, in the city of
 Grand Haven, Ottawa County.

BIDDER		AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$	291,150.84	Same	3
Milbocker and Sons, Inc.	\$	273,917.35	Same	1 **
Dykema Excavators, Inc.	\$	289,099.48	Same	2
Nagel Construction, Inc.	\$	387,357.36	Same	13
Wadel Stabilization, Inc.	\$	371,391.10	Same	11
Kalin Construction Co., Inc.	\$	325,741.04	Same	6
Wyoming Excavators, Inc.	\$	380,031.50	Same	12
Nashville Construction Company	\$	394,073.48	Same	14
C & D Hughes, Inc.	\$	367,490.35	Same	8
Brenner Excavating, Inc.	\$	319,569.55	Same	5
Diversco Construction Company				
Schippers Excavating, Inc.	\$	371,016.50	Same	10
Prince Bridge & Marine, LTD	\$	359,096.15	Same	7
Cadwell Brothers Construction	\$	395,579.37	Same	15
Lodestar Construction, Inc.				
McCormick Sand, Inc.	\$	313,047.94	Same	4
Aggregate Industries-Central Region				
Kentwood Excavating, Inc.	\$	370,712.50	Same	9
Triangle Excavators, Inc.	\$	400,090.70	Same	16
Dan Hoe Excavating, Inc.				

16 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

76152A		
Federal Highway Administration Funds		48.06 %
City of Grand Haven		51.94 %

Zip Code: 49417

0.961 km of cold milling bituminous surface, bituminous resurfacing, adjusting of drainage structures, concrete curb cap, concrete sidewalk, guardrail, and pavement markings on West Road at Fort Street and Jefferson Avenue intersection, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.	\$ 272,920.38	Same	4
Florence Cement Company			
Barrett Paving Materials, Inc.	\$ 250,801.51	Same	2
ABC Paving Company	\$ 229,935.20	Same	1 **
Peake Contracting, Inc.			
Cadillac Asphalt, LLC.	\$ 253,350.38	Same	3
Pro-Line Asphalt Paving Corp.			

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

76027A

Wayne County	20.68 %
Federal Highway Administration Funds	79.32 %

Zip Code: 48183

151. LETTING OF DECEMBER 05, 2003
 PROPOSAL 0312015
 PROJECT STUL 77457-56295
 BIDDING PERIOD 12
 START DATE - JUL 15, 2004
 COMPLETION DATE - JUNE 18, 2004

ENG. EST. \$ 149,998.75
 LOW BID \$ 171,623.47
 % OVER/UNDER EST. 14.42 %

0.43 mi of cold milling, hot mix asphalt surfacing,
 joint and crack repair, concrete curb and gutter
 repair and pavement marking on Clinton Street from Henry
 Street to Sixth Street in the city of St. Clair, St. Clair
 County.

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 171,623.47	Same	1 **
John Carlo, Inc.	\$ 193,475.94	Same	5
Ace Asphalt & Paving	\$ 208,060.41	Same	7
Florence Cement Company			
Barrett Paving Materials, Inc.	\$ 172,624.99	Same	4
C & D Hughes, Inc.	\$ 171,935.93	Same	2
Peake Contracting, Inc.	\$ 197,764.00	Same	6
Pamar Enterprises, Inc.	\$ 172,051.31	Same	3
Pro-Line Asphalt Paving Corp.	\$ 188,759.04	cannot total	n/c

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56295A

Federal Highway Administration Funds	81.85 %
City of St. Clair	18.15 %

Zip Code: 48079

0.65 mi of hot mix asphalt pavement repair, hot mix asphalt resurfacing, curb and gutter, ditch enclosure and storm sewer replacement on Stark Road from Hines Drive to Plymouth Road in the city of Livonia, Wayne County.

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

75733A

Zip Code: 48150

Intersection widening and traffic signal modernization at three locations city wide, including bituminous paving, curb and gutter, pavement markings and miscellaneous related work, on Hayes Street at Houston Street, Conant Street at 7 Mile Road, and Joy Road at Greenfield Road in the city of Detroit, Wayne County.

3 Bidders

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Funding Source:

City of Detroit	20.00 %
Federal Highway Administration Funds	80.00 %

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

Zip Code: 48213

Replace culvert, railing, guardrail, and widen approaches on Gates Road over the Grand River in Jackson County.

15 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Jackson County	20.00 %
Federal Highway Administration Funds	80.00 %

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3.0 mi of rehabilitation including trenching, embankment, aggregate base, hot mix asphalt surfacing, aggregate shoulders, drainage improvements, guardrail improvements, traffic control, pavement markings and restoration on Cleveland Avenue from Browntown Road north to Shawnee Road in Baroda Township, Berrien County.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 680,747.33	Same	4
J. Slagter & Son Construction Co.			
Michigan Paving and Materials Company	\$ 480,720.21	Same	2
Consumers Asphalt Company	\$ 471,810.08	Same	1 **
Nashville Construction Company	\$ 555,624.73	Same	3

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Berrien County	20.00	%
Federal Highway Administration Funds	33.00	%
State Restricted Trunkline Funds	47.00	%

Zip Code: 49101

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: January 14, 2004 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: January 20, 2004 - State Capitol, 11:00 AM

BID LETTING

STATE PROJECTS

1. LETTING OF JANUARY 09, 2004
PROPOSAL 0401009
PROJECT MX 70025-77213, ETC
LOCAL AGRMT. 03-5602
START DATE - APRIL 05, 2004
COMPLETION DATE - OCTOBER 02, 2004
- | ENG. EST. | LOW BID |
|-------------------|-----------------|
| \$ 4,872,518.66 | \$ 4,635,222.18 |
| % OVER/UNDER EST. | |
| | -4.87 % |

0.91km of ramp paving and 2 bridge superstructure replacements on M-6, ramp D, westbound I-196 to eastbound M-6, S02 (M-6 eastbound over M-6 westbound) and S03 (M-6 eastbound over I-196 eastbound) in Georgetown Township, Ottawa County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 5,294,450.56	Same	5
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.	\$ 5,090,563.72	Same	3
Midwest Bridge Company	\$ 5,096,989.72	Same	4
Hardman Construction, Inc.			
Walter Toebe Construction Co.	\$ 4,796,123.58	Same	2
E.T. MacKenzie Company			
Davis Construction, Inc.	\$ 5,299,819.28	Same	6
Anlaan Corporation	\$ 4,635,222.18	Same	1 **
Prince Bridge & Marine, LTD			
J.E. Kloote Contracting, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business: This bridge project is part of the M-6 new freeway project. The M-6 project involves numerous miles of new freeway in Kent and Ottawa Counties. This specific project is for the replacement of a partially constructed bridge. The bridge needs replacement due to technical engineering and design problems causing safety issues.

Benefit: Safer and improved traffic flow with construction of this new facility (M-6 freeway). The initial maintenance costs will be greatly reduced on this route versus existing corridors.

Funding Source:

77213A

Alfred Benesch & Co

100 %

77814A

State Restricted Trunkline Funds

100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The relationships with the communities in western Michigan may be compromised. They are anticipating the completion of new M-6 Freeway as announced. If this specific project is not completed, the Federal funds must be returned because the initial construction project utilized Federal funds.

Cost Reduction: With the construction of this new facility, initial maintenance costs will be greatly reduced along this corridor. Our customers will benefit with a greatly reduced user delay costs.

New Project Identification: Reconstruction.

Zip Code: 49509

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director